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12.30 p.m. „ 2.30 „ „ 10 „
2.30 „ „ 4.00 „ „ 15 „
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Station		No. 1A Local	No. 1B Local	No. 3 Local	No. 11 Local	No. 5 Through Express	No. 13 Local	No. 21 Local	No. 9 Through Slow	No. 15 Local	No. 23 Local	No. Thro Exp.
		a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	p.m.	p.m.	p.m.	p.m.	p.m.
CANTON (Tai Kha Tau)	dep.					8.00			3.45			1.30
SHEK LUNG	dep.					9.15			11.03			4.50
Shum Chun	dep.	Sundays only	7.32	8.06	10.37	11.11	11.40	2.58	4.36	5.13	.56	5.43
Sheungshui	dep.		7.59	8.13	10.44	—	11.47	3.04	4.44	5.19	5.13	—
Fanling	dep.		7.53	8.18	10.49	—	11.51	3.10	4.49	5.23	5.17	—
Taipo Market	dep.		7.41	8.29	10.58	—	12.00	3.21	5.01	5.33	5.27	—
Taipo	dep.		7.47	8.36	11.08	—	12.07	3.27	5.08	5.39	5.33	—
Shatin	dep.		8.00	8.47	11.19	—	12.21	3.40	5.22	5.50	5.44	—
Tanmati	dep.		8.11	8.59	11.29	—	12.34	3.53	5.37	6.03	5.56	—
KOWLOON	arr.	7.37	7.16	8.23	9.09	11.56	11.42	4.01	5.45	6.16	7.04	7.33

UP TRAINS

Stations		No. 2 Local	No. 2A Local	* No. 6 Through Express	No. 8 Through Slow	No. 14 Local	No. 20 Joint Sec. Mond. Noon	No. 12 Local	* No. 18 Thro. Expr. p.m.	No. 16 Local	No. 26 Local	No. Local
		a.m.	a.m.	a.m.	a.m.	a.m.		p.m.	p.m.	p.m.	p.m.	p.m.
Last Ferry leaves Hongkong	—	6.23	6.54	8.35	8.58	10.13	11.47	1.06	3.46	4.13	5.13	6.15
KOWLOON	dep.	6.41	7.10	8.07	9.18	10.32	12.00	1.13	3.00	4.24	5.27	7.30
Yaumati	dep.	6.51	7.18	—	9.25	10.39	12.06	1.37	—	4.44	5.43	7.32
Shatin	dep.	7.08	—	—	9.39	10.50	12.21	1.53	—	5.08	6.08	7.45
Taipo	dep.	7.17	—	—	9.47	11.03	12.34	1.53	—	5.12	6.27	7.49
Taipo Market	dep.	7.27	—	—	9.57	11.08	12.38	1.56	—	5.23	6.17	7.54
Fanling	dep.	7.33	—	—	10.03	11.19	12.43	2.06	—	5.37	6.31	8.03
Sheungshui	dep.	7.38	—	—	10.13	11.23	12.53	2.10	—	5.33	6.37	8.09
Shum Chun	arr.	7.46	Sundays only	8.50; 10.47	10.19	11.32	12.53	2.16	—	—	—	—
SHEK LUNG	arr.	—		10.47		—	—	—	4.32	—	—	—
CANTON (Tai Kha Tau)	arr.	—		12.10	5.36	—	—	—	5.45	—	—	—

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	a.m.	a.m.	p.m.	p.m.		a.m.	a.m.	p.m.	p.m.
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Shatakok ...arr.	8.40	12.25	3.15	7.15	Fanling ...arr.	7.25	11.10	2.00	5.55

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the ferries mentioned in this table will connect with the trains as shown.

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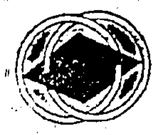
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SCOTTISH SPORT.

GLENEAGLES WEEK.

MITCHELL, MASTER OF MATCH PLAY.

M.C.C. INFLICT HEAVY DEFEAT ON SCOTS.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, June 14th.

Abe Mitchell's success at the Gleneagles tournament, stamps him as our supreme match play golf professional. His recent past had diluted the faith of some in him; but he has confounded the doubters by this his second victory in an international event, in which, having survived none too comfortably the irksome card-and-pencil phase, he then, in the kind of combat which is more to his mood, beat man after man, and eventually triumphed. Last year he defeated Hutchison after being five down in the early stages, and in the final beat Kirkwood. On this occasion he was subjected to a new test in meeting Ted Ray, for they had never been matched in serious competition, and the result was the same. If he gets flesh and blood instead of figures to beat, he seems to rise to the occasion. With eleven holes played, he was three down to Ray; with twenty-seven he was three up. The instinct for winning in matches is there, and it will out even when his golf is not the best he can play. He can write the bad hole off as soon as he has played it; it does not hang like a millstone upon his neck for the rest of the round.

EARLY FALL OF BIG MEN.

Kirkwood, Havers, Duncan, Hutchison, Taylor, and Vardon all went out in the first two rounds, and of the big men only two survived to the final eight. Hutchison never quite settled to his game. Kirkwood, who led the field in both the qualifying days, is, perhaps, a more dangerous man. He has fewer ups and downs of form then any of the leading players. His armoury of shots is complete, though he carries a modest kit of seven clubs. He takes his business very seriously, and he went out to Compston by a passing lapse in putting and loose playing with his wooden clubs.

THE HOME SCOTS.

Never did the home Scots fight so well In the big events they have seldom done anything they might want to write home about. But they had nine of the thirty-two places last week, and two of them went to the last eight, and might easily have gone further. Anderson, of Perth, nearly followed his defeat of Havers by knocking Mitchell out, and Peter Robertson, Brad Hills, playing Ray, lost the chance of a lifetime by missing three-feet putts. Robert M'Innes, of Whitecraigs, took Duncan over twenty holes before he was beaten, and the shot which let him down was a miserable little putt. W. A. M'Minn, formerly of Ayr Municipal, and now unattached, performed extremely well, though he is only twenty, and probably the youngest player on the field.

A MAN FROM MANCHESTER.

The great discovery of the meeting was Archie Compston, the stalwart from Manchester, who performed the startling feat of beating Kirkwood, and incidentally constituted himself—though quite unconsciously—the comedian of the tournament. He is a tremendous fellow, with big broad shoulders. A powerful smiter—he smashed four shafts last week—he succumbs too easily to the excitement of the game. Picture him with his large, shining countenance and his long hair blowing in the wind, his jacket and vest thrown to his caddie, and with sleeves rolled up, hitting the tiny ball with giant strength. He poises himself absurdly on one leg as he tries to coach his long putts in, and he waves his putter wildly when he misses. Yet he has some great golf in him. He is a tremendous driver, he outdrives even Ray at times, and when he can learn to control himself a little he will go far.

SCOTS CRICKETERS IN THE SOUTH.

A team of Scottish amateurs are playing a series of three games in the South of England. Considering the batting strength of the M.C.C. eleven, the perfect wicket, and the admittedly weak character of the Scottish bowling, it was not surprising that the M.C.C. should have exceeded the fifth hundred in their innings. What was surprising and disappointing was the feeble batting of the Scots. Apart from J. A. Fergusson not one of the men of reputation touched form, and the most charitable construction is that the extreme pace of the wicket, after the slower pitches they were accustomed to in the North, was too much for them. There was one bright spot in the game: Fergusson fully sustained his high reputation. The Perth man is versatile, quite the best all-rounder we have had since the late A. L. Graham. On this occasion his batting talents were demonstrated, his not-out innings of 103 being a model of patience and skill, and just the type suited for a three days' game. Scotland, as has been said, was not at full strength, and in future it is hoped a later date for the tour will be chosen; professional and business claims do not permit of many of our best cricketers devoting ten days or so to cricket early in the season.

SCOTTISH CRICKET.

Glorious weather favoured the sport in Scotland; as a consequence there were some tall scores and not a few draws. In the Western Union competition all the matches were completed, and the verdicts were pretty much as expected. In the County Championship the bat had the advantage of the ball, and none of the games could be finished. Fifeshire have a substantial lead all over, and they promise to finish well up the table. Forfarshire were in better form than of late, and put up a good figure against Aberdeenshire. Grange were much superior to Greenock; but another

(Continued at foot of next column.)

ATLANTIC SPEED PROSPECTS.

THE "MAURETANIA'S" REMARKABLE PERFORMANCES.

The issue of *Schiffbau* for June 7th contains a most interesting article by Herr Bock on the blue riband of the Atlantic. After giving a detailed survey of the best Trans-Atlantic steaming records in the past, he discusses future competition for the hypothetical emblem, and comes to the conclusion that the two most promising candidates are the *Mauretania* and the *Majestic* (ex-*Bismarck*). With regard to the former ship, he writes: "The turbines of this vessel develop 80,000 s.h.p. at 198 revolutions per minute; but on her world's record passage at 26.06 knots they developed only 72,000 s.h.p. The conversion of her boilers to oil-burning enables the *Mauretania* to generate enough steam to keep the turbines running at full power for long periods. It is to be assumed that opportunity was taken during the recent refit to give the machinery a thorough overhaul. One thing is certain: the *Mauretania* is a very fast steamer, and her propellers are of a highly efficient type. The *Bismarck* has yet to show what she can do.

"We are, therefore, on the eve of very exciting events, and it is impossible to say with assurance which ship will secure the blue riband. The *Mauretania* has achieved an extraordinary performance. The best method of judging the power of fast liners is to take the average speed of their passages for the year, and we find that the *Mauretania's* average for the three successive years 1909, 1910, and 1911 was the tremendous figure of 25.26 knots, the number of Trans-oceanic passages made in this period being 88. Even after deducting the aggregate mileage of the short run from Daunt's Rock to Liverpool this means that an ocean distance of not less than 252,473 sea miles, or more than 11.6 times round the globe at the Equator, has been steamed by the *Mauretania* in all conditions of weather at the enormous speed of 25.26 knots."

On another page of *Schiffbau* a protest is made against the failure of certain English papers, when describing the big new liner *Majestic*, to mention the fact that she was designed and built in Germany, and that her entire construction, machinery, equipment, and furnishing are of German origin. We understand that this omission, inadvertent though it be, is a source of irritation to the Germans, who certainly have reason to be proud of having produced so magnificent a specimen of naval architecture and marine engineering.

"EVERYWOMAN" AT THE CORONET.

Everybody who goes to see "Everywoman," the much discussed picture which is being screened at the Coronet Theatre for the first time to-day, will not, it is safe to say, agree with it. It is really modelled upon the old style of morality play with human actors representing vices and virtues, like the characters in "Pilgrim's Progress."

The story opens at a charity bazaar where a beautiful girl offers a kiss to be sold at auction. A young physician, who truly loves her, is outbid at first by an actor, and the actor is beaten by an aged millionaire. The kiss turns out to be only a candy one but the girl's grace and charm attract the attention of two theatrical managers who are present and they offer the pretty joker an engagement on the stage. Her three girl chums and her maid advise against it but she decides to accept. Thereafter life becomes a constant struggle against the forces which seek to wreck her moral nature. From many angles the picture is a truly stupendous production. Sumptuously mounted, it is notable both for its handsome costuming and for the number of superby beautiful women who appear in the caste.

Edinburgh club had a stiff draw of it. Carlton and Drumpellier being well matched. The feature of the Public Schools Championship was the heavy defeat of Merchiston Castle by Fettes.

RESULTS.

M.C.C., 576 for 6; Scotland, 229 and 164.

SCOTTISH COUNTIES CHAMPIONSHIP.

Forfarshire, 208; Aberdeen, 174 for 8.
Clackmannan Co., 199; Fifeshire, 139 for 5.

WESTERN UNION.

Poloc, 142; Clydesdale, 142.
West, 147; Ayr, 98.
Forguslie, 103 for 9; Kilmarnock, 102.
Uddingston, 103; Kelburne, 67.

PUBLIC SCHOOLS CHAMPIONSHIP.

Watson's, 109; Glenalmond, 79.
Fettes, 81 for 2; Merchiston, 64.

OTHER MATCHES.

Grange, 180; Greenock, 70.
Drumpellier, 212 for 7; Carlton, 135 for 5.
Grange, 302 for 6; Naval XI., 55.
Edin. Univ., 135; Glas. Univ, 85.
Glas. H.S., F.P., 205 for 7; Heriotonians, 99.
Watsonians, 150 for 6; E.H.S., 100.
Perthshire, 225; Edin. Academicals, 86.

TENNIS.

At the West of Scotland Championships, the Ladies' Singles Championship provided a surprise, Mrs. D. J. Richardson, Kelvinside, easily defeating the holder, Miss M. R. H. Stewart, Bellahouston. A. Blair, Pollokshields, retained his title to the Gentlemen's Singles Championship, confined, and also annexed the Rowan Challenge Cup in the Gentlemen's Open Singles Championship. Blair, with D. L. Craig, Partick, won the Gentlemen's Doubles. Misses M. and P. Morton, Airdrie, defeated Mrs. Buchanan, Partick, and Miss Macdonald, Alloa, the holders, in the Ladies' Doubles.

GOLF.

CHAMPION DRIVER.

[BY GEORGE W. GREENWOOD.]

SANDWICH, June 21st.

An interesting and, in some respects, an amusing test of long driving took place at St. George's on the eve of the championship. About fifty amateurs and professions, among them many famous hitters, entered for the "World's Long-Driving Championship" for a hundred-guinea challenge cup presented by the proprietors of the "Field," and a prize of £25 if the winner happened to be a professional. Whether the cheque for hitting six golf balls was not considered big enough, or whether there were other reasons not quite apparent, the fact remains that several men who have established reputations as colossal hitters refrained from competing. For instance, Mitchell, Ray, Kirkwood, Hutchison, Barnes, and Havers were notable absentees; but there was sufficient material left to provide the authorities of the Royal and Ancient Club with reliable data as to how far the legal ball and balls of any other constructions could be driven.

Mr. Cyril Tolley and Mr. Roger Wethered, Walter Hagen, Braid, and Mr. Ernest Carter were among those who made a valiant attempt to drive the ball across Pegwell Bay in the direction of Deal. No one succeeded in doing anything very tremendous, although several persons swung themselves off their feet in an endeavour to knock the corner off the beastly ball. Both Mr. Wethered and Mr. Tolley were disappointing. I had thought that the former would just about outdistance everybody, but he was nearly twenty yards behind the man who, when I left the scene of slaughter, had driven the longest individual shot. Mr. Tolley was worse than disappointing; out of six shots only one ball remained on the course to tell the dreadful tale of lack of control. One other shot did count because it pitched on the course, although it finished its career in the rough. The conditions were that competitors should drive half a dozen balls, three of permissible size and weight, and three of any kind they pleased—from batter-pudding to high-explosive. But the inventors of secret and freak balls failed to put in an appearance, which was a pity, because much energy was wasted in measuring out ground nearly a quarter of a mile in length, to accommodate the man who has evolved a ball with an entirely new centre and encased in very thin steel. Perhaps he thought better of it at the last moment for the authorities reserved the right to seize any ball and lay its hidden mystery bare.

THE WINNER.

The championship was decided from the fifteenth tee, where the ground is fairly level. A strong cross-wind was blowing from right to left, which gradually increased in strength until it reached about twenty to twenty-five miles an hour. So the men who drove first had rather the better of it. The winner of the championship was Mr. John Smith, an artisan golfer of the Cantelupe Club, Ashdown Forest, who had an aggregate of 532 yards 8½ inches for the two best drives. With the legal ball he drove 271 yards 1 foot 10½ inches, and with a ball of the same make and size, but weighing 31 pennyweights, he drove 260 yards 1 foot 10 inches. It might be mentioned that the ball in general use was one which the manufacturer is charging 3s. 6d. So long as the public will pay the price, so long will the maker demand it. The world's markets are governed by supply and demand, and the golf ball is no exception to this unchangeable law. Mr. Smith is a contemporary of Mitchell, who learned his golf on the Ashdown Forest course, and of Mark Seymour, another great hitter of the ball. Apparently there is something in the air at Ashdown which produces these mighty hitters.

Mr. Smith is a man of small stature, who puts every possible ounce into the shot. But I think the secret of his power lies in the beautiful timing of the stroke. Curiously enough, another amateur golfer came second. He was Mr. J. S. F. Morrison, of Sunningdale, a triple Blue, who played for Cambridge in the 'Varsity golf match two years ago. Mr. Morrison is the antithesis of Mr. Smith: he is 6ft. in height, and very muscular. His aggregate was 523 yards 2 feet 9 inches, his longest shot being 289 yards with an illegal ball. A Easterbrook, of Sidmouth, Devon, came through with an aggregate of 522yds. He had the longest drive of all—277yds. 9in., with a 31dwt. ball, and earned a special prize for the feat. Easterbrook, who is 23 years of age and began life as a caddie, is the man who astonished Mr. Wethered by out-driving him from almost every tee in the qualifying round. He has a loose right hand in the upward swing, but grips hard at impact. He also employs the inter locking grip, in which the little finger of the right hand is entwined with the first finger of the left. Easterbrook comes down on the ball with a terrific swish.

Mr. Wethered was fourth with an aggregate of 516yds., his best shot being just over 258yds. Only three of his shots finished on the course. Mr. Tolley had the longest carry with 257yds. Owing to the ball striking a rising bank on pitching and only running a couple of yards, it is conceivable that he would have had the longest drive of the day. Hagen was the most consistent of all. Five of his shots were in a bunch almost in the centre of the course, and his longest drive measured 259yds. Braid's best drive was 248yds. with a legal ball, and J. H. Taylor's was 249yds. Mr. Ernest Carter drove 269yds.—*Daily Telegraph.*

INTIMATIONS

OFFICIAL NOTICE.

PROPOSAL TO CHANGE A SHIP'S NAME.

WE, the PO SHUN STEAMSHIP COMPANY, LIMITED, of Victoria in the Colony of Hongkong, hereby give notice that in consequence of her present name being unsuitable we have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the ship "TAZ" of the Port of Manila Official number of gross tonnage 1,400 tons, register tonnage 854 tons, heretofore owned by MADRIGAL AND COMPANY OF MANILA in the Philippine Islands for the permission to change her name to "NEW MATHILDE" and to have her registered in the new name at the Port of Hongkong as owned by us the said PO SHUN STEAMSHIP COMPANY, LIMITED.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

THE PO SHUN S.S. CO., LTD.

Dated at Victoria aforesaid this 24th day of July, 1922. [1281

PREPAID "WANTED" ADVERTISEMENTS

☞ Letters are lying at this Office for Boxes QV, RF, RU, RW, TH, TP.

WANTED. — USED POSTAGE STAMPS of all kinds, Common or Rare; any amount, up to ten or a hundred thousand, or more. Good prices paid. Buying list free. Address: Oroe Stamp Co., Box. 723. Manila, Philippine Islands. [206

TO LET.

From 1st July, 1922 or Earlier if Required.

SUITE of 5 OFFICES, 2nd FLOOR of 15, 16, 17, 18 & 19, Connaught Road Central, Verandahs to each room FACING HARBOUR, LIFT from the Ground Floor. Apply Box 750 c/o *Daily Press* Office. [750

FOR SALE.

LAND, approximately 7,000 square feet on waterfront at Swatow with modern 2 storied brick and concrete building suitable for office and godown.
Further details apply:
435] W. G. HUMPHREYS & Co

FOR SALE.

SMART 55-foot STEAM LAUNCH. Price—$7,000.
Apply Box No. 1273.
1273] c/o *Daily Press* Office.

MOST DANGEROUS WEATHER.

PEPS THE BEST PROTECTION AGAINST THROAT & LUNG DANGERS.

Nothing finds out "the weak spot" in your throat or lungs like the coming of the monsoon. Rapid changes of temperature and a warm steamy atmosphere play havoc with many people and liability to dangerous colds and chills is greatly increased. The safest precaution is to slip a Peps tablet into your mouth occasionally.

Peps soothe, heal and strengthen all the breathing passages they bathe *the innermost* recesses of throat, chest and lungs with the potent medicinal vapours given off, as the tablets dissolve in the mouth. Thus dangerous germ trouble is instantly nipped in the bud, soreness and inflammation are allayed, and hoarseness and irritating dry cough speedily ended. In other words, Peps being *a true breatheable medicine* go directly to the affected parts, and end throat and chest mischief like nothing else can. The old cough-mixtures with their opium, chloral and other habit-forming drugs, swallowed into *the stomach*, seriously weaken and injure the nerves. They cannot, except in a very slow indirect way, affect the chest or lungs.

Peps should be kept handy in every household, not only on account of their high value as a "preventative" medicine, but because they provide the safest and most effective remedy for sore throat, influenza, colds, tightness of the chest, early morning cough, malaria colds, tonsilitis, hoarseness, wheezines and chest troubles of children and old folk. Peps are obtainable of chemists and medicine vendors everywhere in handy glass bottles.

All readers desirous of testing this unique breatheable remedy without expense, should write for a Free Trial Package to the Calcutta depot—Messrs. Smith Stanistreet & Co., Ltd., 9, Dalhousie Square, Calcutta.

IF YOU REQUIRE GLASSES

You need them now. To postpone the wearing of glasses because of groundless prejudice, is to take risk with your eyes. To begin to care for your eyes to-day is better than to-morrow. One eye, if not both, may be slightly defective, and defects can only grow worse if the eyes are left to grapple with them unaided. Come and get the benefit of our Scientific method of Sight Testing and modern equipment. Let us give you an accurate knowledge of the condition of your eyes.

CHINESE OPTICAL CO.,
67, Queen's Road, C.

1297]

ANOTHER BRITISH RAILWAY COMBINE.

A South-Eastern and London Chatham and Dover Railway Companies' amalgamation has been provisionally agreed upon preliminary to a fusion with the Brighton and South-Western railway companies. It is proposed to form a new company with a capital of fifty-nine millions sterling.

THE PEAK HOSPITAL.

NEGOTIATIONS WITH THE GOVERNMENT STILL PROCEEDING.

In response to an inquiry, yesterday, as to whether a reply to the Government's offer had yet been given on behalf of the shareholders in the Peak Hospital, Dr. O. Marriott, the secretary of the Company, said that as the Government's offer, like the proposals supported by the Chamber of Commerce, left upon the shareholders the onus of bearing possible, or probable, losses on future working, the offer could not be accepted. The Government, Dr. Marriott added, had now asked him for as close an estimate as possible of the expected loss on working for the next three years.

"It is not easy to give those figures," added Dr. Marriott. "If the public would support us thoroughly and if we were not undercut by the Government Civil Hospital and other institutions, I have no doubt that we could carry on without showing a loss, and even reduce our charges from $10 a day to $8." Just now every bed in the hospital is occupied, —nearly every one serious cases and there are operation patients waiting for admission. But one cannot say for how many months of the year that state of things will continue."

Dr. Marriott also said that he meant to show the Government the accounts of the Hospital for several years past so that they could see that the shareholders had made nothing by conducting the hospital, as compared with the return they would have received on their money in an ordinary investment. "We don't mind that," added the doctor, "we are glad to have been able to treat our patiences under the best possible conditions; every doctor likes to do the best he can for his patients and by having them in hospital, under skilled nursing night and day, instead of under makeshift conditions in their own homes, we have often been able to save patients who might not otherwise have recovered."

"But the risk of annual loss it has worked out in the past at some few hundred dollars a month would be trifling if spread over the whole community using the hospital and it is not fair that the risk should be borne by half-a-dozen shareholders. You see, most of them have left the Colony some years now and they have no longer an active interest in the hospital. They naturally want to transfer their money to some more remunerative investment. If they were to demand that the Company be wound up, I suppose they would be within their rights and I should be in a difficulty as to continuing these negotiations."

MAGISTRATE'S COOK IN TROUBLE.

"OBSTRUCTING TRAFFIC."

Mr. R. E. Lindsell's cook was fined yesterday at the Magistracy for obstructing traffic in Kowloon. He also received a severe reprimand from Mr. Hamilton for refusing to keep quiet in Court.

Traffic Sergt. Smith, who prosecuted, said he was riding a motor cycle in Nathan Road, on Tuesday night, and outside the Kowloon Theatre the defendant and several others stood in the road, causing an obstruction. He asked them to move on. They all moved with the exception of the defendant who refused to budge. The sergeant gently pushed the defendant on to the footpath. The defendant resented this and came back out on to the road muttering.

The defendant made a long statement to the Magistrate, which amounted to an allegation that the police officer assaulted him. He refused to stop talking when asked to do so by the Magistrate, who finally said he would send him to gaol for fourteen days without the option of a fine if he did not behave himself.

Mr. Hamilton found the charge proved and imposed a fine of $5 with the option of seven days' imprisonment.

The *Canton Times* reports: "A snake, over ten feet in length, appeared in the eastern suburb of the city. This reptile was seen by a paser-by at seven o'clock yesterday morning. The snake was seen trying to swallow a pig. The man, scared by the sight, ran back to the city. On returning to the spot with an adventurous gang, the snake and the young pig were not to be seen." May it not be that each swallowed the other?

EXPORTING GOODS WITHOUT A DECLARATION.

CHINESE FIRM PROSECUTED.

In connection with the exportation of 21,340 bags of rice to Canton by boat, a representative of the Wo Fat Sing firm appeared before Mr. Lindsell in answer to a summons for having failed to make out the usual declaration of the goods exported.

Mr. N. L. Smith, Superintendent of Imports and Exports, who prosecuted, said firms must know that they could not export without a permit. In this case information was received that a large quantity of rice had left the Colony and on investigation it was found that no declaration had been made.

A representative of the firm pleaded ignorance of the procedure, but said he had been in business for many years. He thought that it was not necessary to make a declaration for goods despatched to Canton.

The Magistrate: What nonsense; if you had just come down here from the country for two days, there would have been some excuse, but as you have been in business for some time you should have known.

His Worship imposed a fine of $50.

SINECURES FOR IRRECONCILABLE M.P's.

ACCEPTING BRIBES IMPARTIALLY FROM BOTH SIDES.

The Asiatic News Agency says:—

According to semi-official advices from Peking, the Cabinet has passed the proposal regarding the employment of all those politically irreconcilable members of the two Houses of the Old Parliament, at a salary of four hundred dollars per month, by appointing them members of the Bureau of Economic Investigation and Research, with a view to lessening their opposition and obstruction to the formal re-opening of the old legislature in Peking. Owing to financial pressure and the political defeat of their chief, Dr. Sun Yat-sen, in Canton, not a few of the Kuomintang members have accepted these sinecure posts. The vernacular Press in the Lower Yangtze region is severely criticising the creation of sinecure posts for supernumerary members of the Parliament, and calls it "actual bribery." The *Shih Pao* advises the Government to cease such illegal measures and to try to secure the reunification of the country through legal and proper channels. The value of the position of M.P. has been suddenly enhanced considerably, because the opposition parties under Sun Yat-sen and Lu Yung-hsiang, of Chekiang, are also secretly bribing them, with the view to preventing them from going up to Peking to make up a quorum of the Senate and the House. The intrigues and counter-intrigues of the various political parties have enabled those crafty M.P.'s to draw salaries from both sides and remain in Shanghai. Under the existing circumstances, it is very doubtful whether the two Houses of the old Parliament in Peking can get a quorum on August 1st, because many M.P.'s, for the sake of securing their travelling and boarding allowances, have registered their arrival in Peking by telegrams from Shanghai or through the medium of their friends and relatives in the metropolis, while, in reality, they are still in Shanghai, living safely in the foreign concessions.

THE WORLD THEATRE.

LEARNING BLINDNESS FROM THE BLIND.

Learning how to be blind! Of all the things film stars one called upon to do, certainly education in blindness would seem to rank among the most peculiar. Yet this was the situation facing Mary Miles Minter upon assuming the role of Laura in "Eyes of the Heart," in which she may be seen at the World Theatre from to-morrow (Friday) till Monday night. Laura is a blind girl who has been brought up by a family of crooks. She does not know who her friends really are, but believes them to be beautiful and good. She thinks her tenement home a wonderful mansion with windows looking out on flower gardens instead of a dirty, sordid street. The consequent disillusionment on gaining her sight and the fight for happines which ensues make a remarkably dramatic story, considered not only the most unusual but also the best thing Miss Winter has ever done. It is a film well worth seeing.

WHAT IS EYESTRAIN?

The eye has certain tiny muscles. When objects we look at do not come up to a sharp focus in the eye, these muscles exert themselves unduly and enable us to see clearly in spite of the defect. These muscles tire and relax causing the objects looked at to become blurred and indistinct. Upon closing the eyes for a few seconds the muscles become more or less rested and objects are clear again for a brief period. Properly fitted glasses correct eye-strain whether caused by astigmatism or age. The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 53, Queen's Road, Central, have the equipment to fit you glasses properly. Adve. [5C]

HEAD HUNTERS OF ASIA.

WILD TRIBES OF NORTH BURMA.

A traveller in the country between Burma and China, writes as follows of the wild tribes there, to the *Rangoon Gazette*:

Now as to the Waas. If you want to get anyone in Burma to prick up his ears, you just have to talk about these Wild Waas. The Wan tribe is divided into two parts: wild Waas, and other Waas, by inference tame. The wild Waas deem it their duty and good pleasure to collect human heads from the living bodies of their neighbours, particularly at certain seasons of the year. They are also cannibals. These traits make them a most interesting and popular tribe, just as a first class murderer is a much more interesting and popular person than a first class preacher. And persons who "do" such countries as Burma in four days and later write books about those countries in an authoritative style are fond of making casual references to the head-hunting Waas of Burma. Of course that's what I'm doing in this letter to you now, but at least I've been in the country. I'll waive the authority, too.

BRITISH AND CHINESE GOVERNMENT.

Not much is known about the wild Waas because they are wild, and the occasion has been known when they ate a few white men and declared facetiously that they very much relished this fine variety of white monkey. Nevertheless, these fine white monkeys are now held in a good deal of respect. There are wild Waas in British "unadministered territory" along the Yunnan border. The attitude of the British Government towards people who want to play with its wild Waas is something like "Keep off: if you don't know what's good for you, we do." And this attitude shows that the British Government knows what it is doing and intends to do its duty in protecting even the stranger within the gates. It is indeed surprising and instructive to feel the change of atmosphere as one rides across that barely demarcated Yunnan border from British protection into Chinese protection. Though there are but a scant handful of British officers in the tremendous British territory across the Salween, yet these few are in key positions, and law and order, at least comparative law and order, result. The Waas, of course, are "unadministered." The Government leaves them alone if they keep strictly to themselves. But immediately they begin to carry operations outside the "unadministered territory," they are checked. In Yunnan the atmosphere is quite different. If robber bands set upon your caravan and rifle it, the Yunnanese Government thinks it's too bad—but then robbers will be robbers, and what can be done about it?

HEAD HUNTING, A SPRING FANCY.

The Waas are specially keen on hunting heads during February, March and April—just before the planting season. From the Waa angle of looking at it, the business isn't the madness we take it to be. It is a convention, and quite as reasonable as afternoon tea. Every decently religious Waa knows that unless the seed grain is properly charmed and conjured with a human head, the crop raised from it will be a failure. And who wants to starve! In fact, if worst comes to worst, and there are no heads forthcoming from raids on neighbours, the Waas prefer to take the head of some feeble person in the village rather than run the risk of scant crops and consequent empty stomachs.

LONELY WORKERS HAVE TO BEWARE.

In February, March, and April then, the wild Waa men go a-hunting. Of course, any head that offers itself to be collected is regarded as fair game, and it behoves the man working alone cutting jungle or the woman hoeing alone in the field to be cautious when the Waas are afoot. A common artifice is to barricade some jungle highway and lie in ambush, some just behind the barricade, some on either side to rush down on the flanks of any party caught in the trap. It is wise for bullock trains and mule trains to keep a sharp watch for such barricades.

WHAT IS DONE WITH THE HEAD.

Heads of men, women and children over 12 years old are acceptable. Heads marked with small-pox, for superstitious reasons, are not desired. A successful foray is one which yields one or more corpses. Immediately, the heads are cut off and put in bags. Then back home go the rejoicing Waas, not neglecting to take the bodies along for the larder, and raising a tremendous whooping and hulabaloo along the way. At home there is a ceremony to perform. The wife or mother of the man who made the kill takes the head out of the bag and proceeds to wail over it formally. She must wash the blood from the dead face, and wail an incantational song as she does so. She must work herself into a sentimental frenzy, which feat under the circumstances is usually easy of performance. If her wailing lack the ring of genuineness, her husband helps to supply that which is lacking by beating her. This song, strangely enough, beseeches the aid of the spirit of the head, and addresses it as a mighty ruler. It is this spirit which is to promote the growth of the crops, and it must be treated with great reverence. I heard this song once. One of our Waa camp followers, a tame Waa, who had learned it from his wild brethren, sang it, in rather horrible mimicry, over a dead monkey that some one had shot and pulled into camp by the tail. His drollery provoked a great laugh among the others.

After the head has been washed and wailed over, a raw egg is put in the dead mouth to feed the spirit, then the head is thrust up on a pole. A basket of seed paddy is put under it and left for a few

(*Continued at foot of next column.*)

ALLEGED EMBEZZLEMENT OF INSURANCE FUNDS.

A TIENTSIN AGENT ARRESTED AT VICTORIA.

Reuter's Agency a day or two ago cabled: "Stephen Power, General Agent for the Sun Life Insurance Company of Canada at Peking and Tientsin, has been arrested at Victoria, British Columbia, on a charge of embezzlement. An application was made for taking evidence in the British Court this morning, as it is necessary that a *prima facie* case be made out at Shanghai, before Power can be brought back to Shanghai."

The proceedings before the Police Magistrate at Shanghai are thus reported in the *Shanghai Mercury*:—

Mr. K. E. Newman, appearing on behalf of the Sun Life Assurance Company of Canada, said that Mr. McCullum, general manager of the Company, had sworn an information before the Supreme Court and applied for a warrant under Section 2 of the Fugitive Offenders' Act, as a result of which the Acting Consul-General had sent a telegram to the police in Victoria last week asking for the arrest of one Stephen Power who had been a servant of the Company in Tientsin and Peking. On Tuesday a wire had been received stating that Power was being held pending the arrival of the papers from China. Under the fugitive Offenders' Act it was necessary that a *prima facie* case be made out here on the depositions of witnesses, and counsel proposed to call Mr. Ashcroft, who was the resident secretary. Mr. McCullum having left last Saturday for Victoria. It would also be necessary to call a Chinese who was in Peking and who had been wired for, also Mr. Power's clerk in Peking. After their evidence had been taken, counsel would submit that a *prima facie* case had been made out sufficient to bring Power back to Shanghai for trial. The particular charges on which his arrest had been asked for were two in number, both under the Larceny Act, one being embezzlement by a servant and the other larceny by a servant.

The first case involved a sum of $2,645.50 forwarded from the Shanghai office for the purpose of handing over to an assured with the Company as a loan on his policy. The draft was signed for by Mr. Power and received by him. There was a signed statement from the policy holder stating that he had not received the amount in question and the Company had had to pay him over again. The second charge involved four premiums amounting to Tls. 783.50, Tls. 736.50, $282.25, and $273.50. Those sums had been received by the accused and had not been accounted for by him to the Company. Accused had left China and had absconded.

Mr. Ashcroft produced a photograph of the accused, whom he said he knew. Accused had been agent of the Company at Tientsin and Peking and was paid commission on premia, salary, and allowances. He was an Irishman, aged 35, about six feet in height, of heavy build, and with brown hair. He collected premiums for the Company and remitted those to the Shanghai office. His salary was Tls. 60 per month with an allowance of $125 for the Peking office.

With regard to the second part of the charge the premia in question had not been received by the Shanghai office nor had the receipts been returned by the accused. On May 5th a letter was received from the accused stating that a policy holder had applied for a loan on his policy and, accordingly, a credit was remitted from the Shanghai office for the amount in question, $2,645.50. That credit had been paid to Power, but no policy or acknowledgment had been received by the Shanghai office. A new credit was subsequently opened and the policy-holder paid the amount.

Power was written to about the matter by Mr. McCullum and was dismissed on June 22nd. Power wrote back stating that he had received the letter dismissing him and was "very much surprised you should take such an attitude because I drew on my salary, commissions, and renewals in advance." Under his agreement Power had no authority to draw in advance. Witness had reason to believe that Power had left China and he had not accounted for the money which was still owing to the Company.

The hearing was adjourned for a date to be fixed later.

days. As the head decays, the droppings fall into the seed paddy, and are thoroughly mixed with it. The paddy is then ready to plant and a good crop is insured.

DRUNKENNESS, AMONG MEN AND PIGS.

Tame Waas share with wild Waas the distinction of possessing a notable propensity for getting drunk. Each family makes its own rice whiskey just as each makes its own cloth. The rice is boiled with plenty of water and allowed to stand till it has reached the proper state of fermentation. Then the fermented liquid is syphoned off through a piece of cane. This process does not refine the alcohol, and the more poisonous as well as the less poisonous alcohols are drawn from the fermentation. The resulting beverage, a cloudy and harmless looking liquid, is a slow poison—but not particularly slow either! Nevertheless, men and women hold it in high esteem, and store considerable vats of it under their houses. The fermented rice, after the distillation has been made, is usually fed to the pigs. These unfortunate creatures become inebriated forthwith, and go staggering about the streets in tipsy bewilderment.

LANE, CRAWFORD, LTD.

Del Monte BRAND QUALITY

ASPARAGUS.

Peeled Asparagus	per tin	.90
Mammoth	"	.80
Asparagus Tips	"	.80
Pure Olive Oil, C. & B.		.60, 1.00 & 1.90
Mayonnaise	"	.90
Salad Dressing	"	.60

PHONE 1741.

A NEW STOCK OF
BAROGRAPHS.
The
Special Self Recording Barometer
AND
The B.O.T. Pattern
Marine Mercurial Barometer
AT
LANE, CRAWFORD, LTD.,
HONGKONG.

COLUMBIA
FIBRE NEEDLES
AND
CUTTERS
NEW STOCK, JUST RECEIVED
AT
ANDERSON'S

Wm. Powell Ltd
TELEPHONE 3146.

NEW STOCK
just unpacked of
THE
POPULAR
"BATSWING"
BOW
TIE.



We have now a very smart selection in all silks and invite your inspection. PRICE FROM $1.00.

NEW ADVERTISEMENTS

NOTICE OF REMOVAL.

WE have from THIS DAY, Removed our Offices to 35, WYNDHAM STREET.
R. R. MODI.
Hongkong, 27th July, 1922. [1293

NOTICE.

A NEW TELEPHONE EXCHANGE to serve the PEAK AREAS will be opened on 29th instant. After this date calls for Peak Subscribers may be made by using the present numbers until such time as the new edition of Telephone Directory is in circulation.

The HONGKONG EXCHANGE will be known as CENTRAL EXCHANGE dating from 29th instant. When making a call each Subscriber is kindly requested to give the name of the Exchange to which the desired number is connected.

CHINA & JAPAN TELEPHONE & ELECTRIC CO., LTD.
27th July, 1922. [1295

G. R.

WAR DEPARTMENT CONTRACT.

SEALED TENDERS will be received at the Headquarters Offices, Victoria Barracks, Hongkong, until 12 o'clock Noon, on the date stated, for the undermentioned service for the period 25TH AUGUST, 1922, to 31ST MARCH, 1923:—

SUPPLY OF COAL, COKE, CHARCOAL AND FIREWOOD—10TH AUGUST, 1922.

Tender Forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily.

Tenders will not be entertained unless accompanied by a deposit of $100 as a guarantee of good faith.

The right to reject the lowest or any tender is reserved. [1296

NOTICE TO CONSIGNEES.

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER "ALIPORE."

ARRIVED HONGKONG ON 25TH JULY, 1922.

FROM BOMBAY & STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From PERSIAN GULF, ex S.S. B.I.S.N. and P. & P.S.N. Co.'s Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors Messrs. GODDARD & DOUGLAS at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO.,
Agents.
Hongkong, 26th July, 1922. [1294

CONSULAT DE FRANCE.

WE beg to notify the General Public that Tenders are invited for supplying General Electric Plant and accessories for the Lighting of the towns of Fort Bayard and Tche Kamin the Territory of Kwang Chow Wan.

Full particulars and specifications to be obtained on application to the FRENCH CONSULATE OFFICES, ALEXANDRA BUILDINGS, TOP FLOOR, every day from 11 A.M. to NOON and from 2 P.M. to 4 P.M.

The Consul for France.
P. KREMER.
[1278

THE BEN LINE OF STEAMERS, LTD.

FROM ANTWERP, MIDDLESBRO', LONDON AND STRAITS.

The Steamship "BENGLOE."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LTD., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th August, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st August, at 10 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
GIBB, LIVINGSTON & CO. LTD.,
Agents.
Hongkong, 25th July, 1922. [1287

TO-NIGHT AT THE CORONET

EVERY WOMAN

KOWLOON THEATRE.

A ROMANCE OF HAPPY VALLEY.

INTIMATIONS

SANDAKAN LIGHT AND POWER CO. (1922), LTD.

NOTICE IS HEREBY GIVEN that the STATUTORY MEETING of SHAREHOLDERS will be held at the Office of the Company, ST. GEORGE'S BUILDING, CHATER ROAD, HONGKONG, on THURSDAY, the 27th JULY, 1922, at 11 o'clock in the FORENOON, pursuant to Section 66 of the Companies Ordinance 1911.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 18th July, 1922. [1254

NOTICE.

MR. C. W. ANDERSON having resigned his position in our Office, his authority to sign Contracts for the Company is now at an end.

Dated the 25th day of July, 1922.

CANADIAN PACIFIC S.S., LTD.
P. A. COX.
General Agents.
[1288

OFFICE ACCOMMODATION AVAILABLE at CONNAUGHT HOUSE. (LATE THE ASTOR HOUSE HOTEL).

OVER 50 LARGE ROOMS To be Let for use as Offices, Chambers, Shops, etc. Immediately at Moderate Rents.

Apply for full particulars, rentals, terms, &c., to MESSRS. HASTINGS & HASTINGS, Solicitors, etc.,
Des Vœux Road Central.
1292]

HONGKONG TRAMWAY CO., LTD. (INCORPORATED IN THE UNITED KINGDOM).

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of ONE SHILLING per Share on account of the year 1922 has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 23rd day of August, 1922, to Shareholders on the Register on TUESDAY, the 8th day of August, 1922, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2s. 7½d. per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, 24th July, 1922. [1279

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 31st day of July, 1922, at 3 P.M., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of one Lot of CROWN LAND at Lugard Road in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in square feet.	Annual Rental.	Upset Price.
			feet.	feet.	feet.	feet.		$	$
1	Rural Building Lot No. 213.	Opposite Rural Building Lot No. 169, Lugard Road.	As per sale plan.				About 10,000	59	1,400

[1289

G. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 31st day of July, 1922, at 3 p.m., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR of one Lot of CROWN LAND at Pokfulam in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in sq. feet.	Annual Rental.	Upset Price.
			feet.	feet.	feet.	feet.		$	$
	Rural Building Lot No. 81.	Adjoining Rural Building Lot No. 154, Pokfulam.	As per sale plan.				About 2,220	33	1,871

[1290

C. R.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on MONDAY, the 31st day of July, 1922, at 2 p.m., at the Offices of the Public Works Department, by Order of His EXCELLENCY THE GOVERNOR, of one Lot of CROWN LAND at Findlay Road in the Colony of Hongkong, for a term of 21 years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	E.	S.	W.	Contents in sq. feet.	Annual Rental.	Upset Price.
			feet.	feet.	feet.	feet.		$	$
2	Garden Lot No. 69.	Adjoining Rural Building Lot No. 154, Findlay Road.	As per sale plan.				About 6,060	28	1,555

[1291

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK.

THE Steamship "HALERIC"

having arrived from the above Port, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and extra-hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

Goods not cleared by the 1st August, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined at 10 A.M., on the 1st August.

Claims against the steamer must be presented within ten days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
THE BANK LINE, LTD.,
General Agents.
Hongkong, July 25th, 1922. [1286

THE EASTASIATIC CO., LTD., COPENHAGEN.

THE M/S "AFRIKA"

having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong & Kowloon Wharf and Godown, Co., Ltd., whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st of August, 1922, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 1st of August, 1922, at 10 a.m.

All claims must reach us before the 5th of August or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
MANNERS & PACKHOUSE, LTD.,
Agents
1285]

S.S. "AMBOISE."

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from Marseilles in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong-Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained unclaimed after the 27th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 30th instant, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on Thursday, the 27th inst., at 10 a.m.

No Fire Insurance has been effected.

A. JOBARD,
Actg. Agent.
Hongkong, 21st July, 1922. [1269

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM JAPAN.

THE Steamship "KUTSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 27th inst., will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., LTD.,
General Managers.
Hongkong, 21st July, 1922. [1267

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP COMPANY, LTD. AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer "MACHAON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 24th July.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 29th July, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 12th Aug., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, July 24th, 1922. [1277

INTIMATION

!

Despite the Largely Increasing Demand for

WATSON'S

E

SCOTCH

WHISKY

We can guarantee that for a long time yet, all Customers—old and new—may rely on imbibing *Real pre-war Whisky—of genuine age.* For such is WATSON'S E. Whisky.

A. S. WATSON & CO., LTD.,

Wine & Spirit Merchants.

ESTABLISHED 81 YEARS.

HONGKONG OFFICE: 10A, DES VŒUX RD., C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 27TH, 1922.

JUBILEE OF THE EASTERN CABLE COMPANIES.

THE jubilee of the Eastern and Associated Cable Companies, which has just been very fittingly celebrated in London, is an event that must serve to remind the reader of the enormous influence the submarine cable has had upon the history of the world in the last half century. How vastly different are the conditions under which the pioneers of Western commerce traded in the Far East with the conditions which, thanks to the submarine cable, prevail to-day! H.R.H. THE DUKE OF YORK, in proposing a toast to "Submarine Telegraphy", spoke of the Cable Companies as a prodigious tribute to the faith, courage and business ability of their founders. Among those founders it is admitted that Sir JOHN PENDER, father of the present Chairman of the Eastern and Associated Companies, was among the pioneers who contributed most to the development of what has become a colossal industry. To his unfaltering faith and courage are to be ascribed the completion of the first successful Atlantic cables, after a series of failures which must have involved him personally in the loss of considerable sums of money. But he never lost confidence in the practicability of submarine telegraphy and lived to see his faith triumphantly vindicated. Sir JOHN had no sooner seen the Atlantic cables established than he proceeded to work indefatigably in the organisation and development of the Mediterranean, Eastern (Indian and China), Australian, South African, and African cables—in short a world system, of which the American is now but a segment.

The first attempt to lay a submarine cable in the East was made in the Red Sea in 1859, but it worked only a few days and was abandoned. It was not until a cable across the Atlantic had been successfully laid that the idea of submarine telegraphic communication to the Far East came to be reconsidered. A cable was laide in 1869 from Flinders (Australia) to Tasmania, and in 1870 cables were laid from Suez to Aden and Bombay and from Madras to Penang, Singapore and Java. In 1871 the system was extended to Australia and to China by cables laid between Java and Port Darwin (Australia) and between Singapore and Hongkong, *viâ* Saigon. Prior to the establishment of direct telegraphic communication with China, the quickest means of communication with Europe was by mail steamer to Ceylon and thence by telegraph *viâ* India; or by pony express to Kiachta in Siberia and thence by the Russian land lines. The Great Northern Telegraph Co., Ltd., whose head office is at Copenhagen, extended its operations to the Far East in 1870, cables being laid from Siberia to Hongkong and Japan. Since 1871 a number of local extensions have been made by the Eastern Extension Company to their system. The cable between Hongkong and Manila was laid in 1880; the cable to Foochow and Shanghai in 1883; and to Macao in 1884. A cable between Chefoo and Weihaiwei was laid in 1900. In the Southern Pacific region numerous other extensions have been carried out and the total mileage of the cables of the Eastern and Associated Companies is now given as 130,000.

Though wireless telegraphy in recent years has been wonderfully developed, it is evident that the submarine companies are not alarmed. H.R.H. THE DUKE OF YORK mentioned in his speech as "an astounding fact" that 28,000 miles of new cable had been laid by the Eastern and Associated Cable Companies since the Armistice, while Sir JOHN DENISON PENDER added that this is but part of a larger programme, in "contemplation involving" an expenditure of nearly £12,000,000. That speaks eloquently of confidence in the future of the submarine cable by the Companies who to-day are worthily maintaining by their enterprise and courage the tradition of their founders, and on this side of the globe no less than on the other the public will cordially associate themselves in the Jubilee congratulations and in the cordial wishes for the future prosperity of the great enterprise of the Companies which has played so important a part in the development of trade and of intercourse between East and West.

The California University Baseball Team defeated the Canton All-American Team by 14 to 1 at Canton on Monday afternoon.

A new telephone exchange to serve the Peak areas is to be opened on Saturday. An announcement will be found among to-day's advertisements.

A Kure report to Tokyo papers says that the old battleship *Suwo*, 12,600 tons, formerly the Russian battleship, *Pobieda*, sank suddenly on the afternoon of July 13th.

A Chinese aged 31 years was knocked down on the Praya East on Tuesday by motor-cycle No. 229, driven by Sub-Inspector Purden, of Bay View Police Station. Fortunately the man's injuries were slight.

For having in his possession 4,400 false labels for opium, resembling the Hongkong Government's labels, a Chinese was fined $4,000 with the alternative of twelve months' imprisonment by Mr. Lindsell at the Magistracy yesterday. The defendant was found in possession of the labels in Connaught Road Central by the preventive officers of the Imports and Exports Department.

In connection with the recent armed robbery at No. 17, Des Vœux Road West, two men were brought before Mr. Hamilton yesterday morning and charged with the robbery. Mr. R. E. A. Webster appeared for the first defendant and applied for a remand. This was granted. Detective Inspector Grant said the case would take some time to hear. There were ten witnesses for the prosecution. The case against the first defendant seemed to be very clear. The case against the second defendant was not so clear. In reply to Mr. Webster's request for bail the Magistrate pointed out that it was an armed robbery and he certainly would not consider the application.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

CHINA POLITICS.

THE QUESTION OF A PREMIER.

PEKING, July 25th.

It is officially announced that Li Yuan Hung intends to nominate Tang Shao Yi as permanent Premier, but the question of Acting Premier is not yet decided. Members of Parliament favour Wang Hung Huai, whereas it is understood Li Yuan Hung wants Dr. W. W. Yen.

It is officially anticipated that Tung Kang will decline to enter the next cabinet, and Dr. Wellington Koo is confidently mentioned as "Minister" of Finance. Other changes will also take place. It is unofficially stated that Tsao Kun now favours the appointment of General Chang Shou Tseng as Premier, probably owing to Chang Shou Tseng's connection with the Lushan Conference, as it is almost universally predicted in North China that the National Conference will be arranged as soon as the Cabinet is settled.

PROMOTING AMERICAN TRADE.

U.S. OFFICIAL VISITS CHINA.

PEKING, July 25th.

Mr. C. H. Huston, the United States Assistant Secretary of Commerce, will shortly lead an expedition to American, Russian and Japanese fur seal islands, with a party of scientists, aboard the Coastguard cutter *Majave*. Mr. Huston, accompanied by several members of the party, will subsequently visit Europe in the interests of trade promotion. The party is remaining in China from August 22nd, reaching Manila about September 15th, visiting Tientsin, Chefoo, Shanghai and Canton.

REGISTRATION OF TRADE MARKS.

NEW DEPARTMENT IN PEKING.

PEKING, July 25th.

The Ministry of Commerce has established a special Department for the registration of trade marks under the control of Li Cheong.

U.S. NAVAL SECRETARY.

LEAVES FOR MANILA.

SHANGHAI, July 26th.

Mr. Denby and party sail for Manila to-day. The transport *Henderson* has been overhauled, anticipating that it may encounter a typhoon. The *Henderson* will be escorted by the U.S.S. *Huron*, with Admiral Strauss aboard. Mr. Denby will inspect the fortifications and naval establishments at Manila and Olonzapo, probably determining on drastic reductions in the naval establishment in the Philippines, which are contemplated as a result of the Washington Treaty.

YANGTSZE PATROL.

NEW U.S. NAVAL COMMANDER.

SHANGHAI, July 26th.

Rear-Admiral Phelps, U.S.N., arrived here yesterday. He is succeeding Admiral Bullard, commanding the Yangtsze Patrol.

CHOLERA IN TIENTSIN.

NO FOREIGN CASES.

TIENTSIN, July 26th.

Several cases of cholera have occurred here, and there have been some deaths, including a houseboy employed by a foreign family in the French Concession. There are no cases amongst foreigners so far. The heavy rains of the past few days are likely to improve health conditions, as well as saving the surrounding crops.

EXCITEMENT IN TIENTSIN.

SOLDIERS RAID A SHOP.

TIENTSIN, July 26th.

Five Mukden soldiers last evening raided a shop in the Japanese Concession, after which there was an exciting chase. The French police finally wounded and captured the ringleader who had fired several shots on his pursuers, wounding one civilian.

STRIKE AT HANYANG IRONWORKS.

SETTLEMENT TERMS REPUDIATED BY MEN.

HANKOW, July 25th.

The Gen. Superintendent of the Hanyang Ironworks, interviewed by Reuter's correspondent, declared that the pretext for the strike was the closing down of the men's club by the Governor. He stated that terms of settlement were reached on Monday night, but the men's representatives later repudiated them.

A detachment of 250 Annamite soldiers from Haiphong, in charge of French officers, was transhipped from Messrs. Lapicque's steamer *Hanoi* to the s.s. *Cheongshing* at Messrs. Jardine's wharf yesterday morning. The *Cheongshing* is taking the soldiers direct to Tientsin where they have been detailed to guard the French Concession. The men wore khaki drill uniforms with breeches and stockings and conical hats with brass crowns.

CABLES.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

BOXER INDEMNITIES AND EDUCATION.

MR. J. O. P. BLAND'S OBJECTIONS.

LONDON, July 26th.

In a special letter to *The Times* Mr. J. O. P. Bland, dealing with the proposal to apply the Boxer indemnities to the education of Chinese students in England points out that while British national expenditure on education is being curtailed on the ground of economy, the Peking Government is spending 198 millions of dollars on Military purposes against 6½ millions for Education. He says surely it will be time enough to ask us to subsidise the education of expectant mandarins when these figures are reversed, and the authorities in China have satisfactorily proved their ability to handle educational and other grants with unquestionable integrity.

Mr. Bland declares that there is no self-evident justification for the assumption that the grateful goodwill of the Chinese can be secured by giving them educational facilities. All the evidence available in China points the other way. Japan has educated far more Chinese students than any other country, without greatly endearing herself to the Chinese. The number of students who become traders after being educated in England or America is almost negligible. He has never know of a case in which goodwill has been determined by the trader's educational antecedents. The class of Chinese which is seeking free educational facilities in England and America is the semi-Europeanised class of sons of officials and rich merchants, which aspires to rule the country, and whose aspirations are regarded by many competent observers as a *very grave* source of danger to China because the fulfilment of their ambitions means creation of a privileged ruling class entirely out of sympathy with the Chinese.

Mr. Bland concludes by saying that the modernising of Young China should be done at home, and the education of the country's future rulers should, as far as possible, be a self-supporting national undertaking, rather than a *corpus vile* of competitive foreign propaganda.

CRITICAL SITUATION IN ITALY.

IMPOSSIBILITY OF FORMING A CABINET.

ROME, July 25th.

As a result of the obstruction by the Social Democrats, ex-Premier Bonomi has abandoned the task of Cabinet making.

An intelligent appreciation of the situation is given by the veteran ex-Premier Giolitti. Writing from Vichy, he says "thank God, I am outside the Parliamentary situation, which presents no possibility of a solution, or of responding to the true interests of the country."

FASCISTI ASSUME AGGRESSIVE ROLE.

A Milan message states that the Fascisti occupied the town of Casal Pusterlengo, midway between Milan and Piceuza, which, with other recent activities, seems to confirm the Fascisti threats to encircle and isolate Milan.

JOURNALIST AND FASCISTI LEADER TO FIGHT A DUEL.

The state of feeling in the capital was shown whom a journalist on the Socialist newspaper *Giustizia*, challenged the Fascisti leader, Signor Mussolini, to a duel. Signor Mussolini accepted the challenge.

ANTI-ANTHRAX DISINFECTION.

BRITISH GOVERNMENT'S SUCCESSFUL OPERATIONS.

LONDON, July 25th.

An official communication states that after years of experience, the Government's anti-anthrax wool disinfecting station at Liverpool is working successfully. The authorities have decided to reduce the charge three half-pence a pound on all material disinfected, guaranteeing the process as not harmful.

AMERICA'S INDUSTRIAL UPHEAVAL.

ALL MEANS TOWARDS SETTLEMENT FAIL.

LONDON, July 25th.

Following the American Government's exhaustion of all means towards the settlement of the strike, the Interstate Commerce Commission proclaimed the existence of a National emergency.

Special measures for rationing and the prevention of profiteering are being enforced within forty-eight hours, possibly followed by the Federal authorities assuming control of the railways.

"STRIKERS' FIRM STAND.

Attempts are being made to re-open a number of the anthracite mines of Pennsylvania, to which State heavy detachments of infantry, cavalry, and machine-gunners have been despatched to protect non-unionists. If these measures are successful, other mines will be opened, but up to the present the strikers are unwavering.

PRICES AND FREIGHTS ADVANCE.

As a result of the large American coal orders being placed in Great Britain, the average prices advanced 2s. 6d. a ton on coal. Freights have risen 3s. during the past week.

RAILWAY STRIKE IN CANADA

FORTY THOUSAND MEN INVOLVED.

MONTREAL, July 25th.

The Railway Shopmen's Union announces that the ballot on the question of the reduction in wages resulted in favour of a strike. Forty thousand workmen are involved.

COTTON TRADE DEPRESSION.

PROPOSED CURTAILMENT OF OUTPUT.

LONDON, July 25th.

The Manchester Guardian's Oldham correspondent says that owing to the unusual depression in the cotton trade, a few members of the Oldham Master Cotton-Spinners Association are suggesting an organised curtailment of production, but the association is not likely to agree, as many firms are in the position to work full time, on account of recent orders.

GERMAN REPUBLIC'S DEFENCE LAW.

BAVARIAN PREMIER'S PROTESTATIONS.

BERLIN, July 25th.

Premier Lerchenfeld, in a speech in the Bavarian Diet, on the subject of the conflict with the Reich, said that while sharing the abhorrence at the murder of Dr. Rathenau, he regretted that politicians at Berlin had enacted anti-democratic measures, tending to class domination and the establishment of a centralized state, ruthlessly ignoring the autonomy rights of Federal States. He declared that Bavaria regarded the creation of a special tribunal to defend the Republic, with judges nominated by the Imperial President, as an encroachment on Bavarian judicial rights. He admitted that other Federal States had not supported Bavaria's objections, but protested that the atmosphere of Berlin was poisoned against Bavaria by persons in receipt of French pay. He concluded by saying that Bavaria's resistance to the Reichstag's measures had not affected her loyalty to the Empire and the Diet.

Trains from Bavaria are crowded with tourists fleeing from the possible danger of internal disturbances.

EARLIER CABLES.

BAVARIA'S ANTAGONISM.

BERLIN, July 25th.

A serious crisis is threatened by the Bavarian Government's refusal integrally to execute the Reichstag's new law for the defence of the Republic by omitting certain vital clauses from its decree concerning same.

The action is regarded as a direct challenge to the Central Government. Newspapers say that the Bavarian Government is entering a most dangerous path, possibly leading to civil war.

INQUIRY INTO THE LOSS OF THE "EGYPT."

CAPTAIN COLLIER'S EVIDENCE.

LONDON, July 25th.

At the Board of Trade inquiry into the loss of the P. & O. liner *Egypt*, Captain Collier gave evidence that prior to the putting off of the boats he saw officers on the port boat-deck getting firemen and trimmers out of the boats. He did not see whether there were any Indians and he did not notice any revolver shooting or knifing. When witness was dragged into a lifeboat he took command. He was given a revolver by Captain Carr, which he was told had been used to fire over the heads of the crew to compel them to make way for the ladies.

Replying to a representative of the Amalgamated Marine Workers, Captain Collier said Lascars were best fitted for work on the London-Bombay route, and there was not much to choose in case of accidents between Lascars, properly led, and whites. The accident to the *Egypt* was abnormal. Even if the crew were entirely white, the loss of life would have been the same, as it was mostly attributable to a list, preventing access to the boats.

"SIMPLY TERRIFIED."

Captain Collier explained that the confusion whereby the crews of the boats were not at their proper stations was due to a desire to get out of the ship before she turned turtle. Pressed to explain the want of discipline, Captain Collier replied "They were simply terrified, not merely the natives but many Europeans." He added that the passengers jumped overboard from all angles before the ship turned turtle. Everybody seemed to be crouching in terror. He himself was on the bridge and wondered how he was going to get away.

The Chief Officer, Mr. Cartwright, said that two days before the collision he gave the Lascars boat-drill for ten minutes. He did not think the men would have gone to their stations better if there had been more boat-drill at Tilbury.

LASCARS USELESS.

Mr. Cartwright said that at the time of the collision, when the order to boat stations was given, he was unable to find the Lascars. He was of opinion that discipline failed because everything was so sudden. The human element must be taken into account. The Lascars whom he saw after they were picked up were terror-stricken and useless. The whites were not terror-stricken, but were jumpy and nervous. It was the work of the white officers, quarter-masters, engineers and stewards that enabled the boats to be put out.

The enquiry was adjourned.

PEACE CONGRESS IN LONDON

DANGERS OF FANATICAL NATIONALISM.

LONDON, July 25th.

His Majesty the King sent a message welcoming the International Peace Congress, opened at the Mansion House, and attended by 500 delegates representing over twenty nations. His Majesty wished the Congress success in its efforts in the cause of universal peace.

The Right Hon. Mr. H. A. L. Fisher, President of the Board of Education, said the maintenance of peace and goodwill throughout the world was the primary aim of British policy. He intimated that the greatest of all present dangers was the spirit of fanatical nationalism which was a growing menace to peace in Asia and probably the most formidable peril with which the future of civilisation was assailed.

ANOTHER SCUTTLING OF A GREEK STEAMER.

COURT UPHOLDS INSURANCE COMPANY.

LONDON, July 25th

Another case of a scuttling of a Greek steamer came before the King's Bench Court. (A previous case was reported in a cable of June 24th). Two Greek merchants and shipowners sued the British and Foreign Marine Insurance Company to recover insurance in respect of the *Jollanda*, which was abandoned on the Goodwins in December, 1920.

Mr. Justice Rowlatt said that the vessel, which was insured for £60,000, was not worth more than a third of the sum, and gave judgment, with costs, for the defendants, who contended that the ship had been scuttled by the engineer with the privity of the plaintiffs.

COUNTY CRICKET.

KENT BEATS SURREY; YORKSHIRE BEATS NOTTS.

LONDON, July 25th.

At Blackheath, Kent beat Surrey by ten wickets.

At Nottingham, Yorks beat Notts by five wickets. In their second innings Notts were dismissed for 74, Robinson taking five wickets for 20 and Roy Kilner five for 14.

[The effect of the above two results is to give Yorks a fractional lead in the championship.]

At Eastbourne, Somerset beat Sussex by three wickets.

At Ashby-de-la-Zouch, Leicester beat Gloucester by two wickets.

WORLD'S TENNIS CHAMPIONSHIP.

NEW YORK, July 25th.

The Australian Davis Cup team has arrived.

IRREGULARS ATTEMPT TO RESCUE PRISONERS.

TRAIN ATTACKED IN IRELAND.

LONDON, July 25th.

A train conveying sixty prisoners from Wexford to Dublin was ambushed at Killurin by irregulars. Passengers went into a panic, lying on the floors. The escort repulsed the assailants after three quarters of an hour's fighting. Two of the escort were killed and seven wounded.

STEEL SHIP CONSTRUCTION.

LLOYD'S REVISED RULES.

LONDON, July 25th.

The revised rules for the construction of steel ships approved by the Committee of Lloyd's to operate from January 15th, include reduction in material in the sides of vessels and increases in the decks, producing a combination which economises weight and material.

VODKA PROHIBITION CANCELLED.

MOSCOW, July 25th.

A decree authorising the sale of vodka, which has been prohibited since the outbreak of the war, is being issued on August 1st, and is anticipated with some misgiving. The manufacture and sale will be a State monopoly.

MAJOR BLAKE'S FLIGHT.

MACHINE CRASHES, BUT NOBODY HURT.

KARACHI, July 25th.

The aviator, Major Blake, flying to Lahore, crashed in landing at Sibi, eighty miles south-east of Quetta. Nobody was hurt. The under-carriage was smashed. Major Blake will probably be detained six days.

IRISH POLITICS.

FOREIGN MINISTER RESIGNS.

LONDON, July 25th.

Mr. Gavan Duffy, Free State Foreign Minister has resigned on account of opposition to the Government's policy on "grave and urgent issues," although he agrees with the Government's military policy.

ALTERATIONS IN DUTCH CONSTITUTION.

IMPORTANT CHANGES TO BE INTRODUCED.

THE HAGUE, July 25th.

At the opening of the States-General, Queen Wilhelmina said that measures to meet the dissolved Chamber's demand for important changes in the Constitution would be introduced without delay.

THE STEWARD'S CUP.

TETRAMETER WINS EASILY.

LONDON, July 25th.

The Steward's Cup resulted: Tetrameter (10/-), 1; Night Patrol (50/1), 2; Morning Light (10/1), 3; Thirty ran. Won by four lengths, a head separating second and third.

MORE GERMAN RIOTS.

STUDENT LYNCHED BY COMMUNISTS.

BERLIN, July 25th.

The student who shot the communist at Klausental, as mentioned yesterday, was lynched by the crowd, and was taken to hospital dying.

GERMAN TRADE COMPETITION.

The American ex-Ambassador, Mr. Gerard formerly in Berlin, is reported as saying while on a recent visit to London:—"In the near future Britain will have to face unprecedented competition from Germany and in a minor degree from America. I am afraid that the new United States tariff introduced by the present administration, coupled with the new shipping law will be extremely likely to affect adversely the British market in America, and if the British manufacturer flies to the South American market then he is likely to meet in full force German competition, which I do not see how she can withstand. Here is my theory: Gold is still the world's standard of value. An ounce of gold in the United States will purchase about fifty hours of average labour of all descriptions; in Britain it will buy about ninety hours. I am speaking of all classes of labour. In France it will buy about 120 hours, but in Germany at present rates it will buy about 205 hours. How is the British manufacturer or British workman going to stand this competition? And the Germans are working hard. There is practically no unemployment. They are working for sheer life. They have to do so if it is only to counteract and make up for the effect of the British blockade during the war. I sometimes wonder whether people in this country realise the terrible effectiveness of that blockade."

The China Medical Board of the Rockefeller Foundation has decided to contribute half the expenses for buildings and equipment and also additional salaries for the instruction of science at the South-Eastern University, Nanking, and the Nankai College, Tientsin. It is estimated that this will cost $125,000 for building and equipment and $5,000 yearly for three years for additional salaries for each institution. The institutions will provide like amounts.

MAY ON EXMOOR.

THE CALL OF THE WEST.

North Devon has a double hold upon those who go West for health and holiday. When "up" sufficient inducement is found to stay there, breathing in the rare air and filling the eyes with the expance and colour of Exmoor, or from the top of a cliff that falls precipitously from an immense height, gazing over miles and miles of boundless blue sea. Wooded valleys and "gayals" look tempting, but their sides have a steepness that gives no safe foothold off the indistinct path, and one thinks twice of the climb back. Better stay high. Yet, once "down," there is such allurement in half-hidden places below in the heart of the forest world, where clear streams run over boulder stones and through the ferns and thick foliage, that there is every incentive to linger and none to go up.

So one is torn between two desires. Lynton, which is up, and Lynmouth, which is down, solve the problem by having a cable tramway of a furious steepness joining them, that takes the passenger over a considerable part of the cliff's ascent. The wise man, if no longer very young or perhaps very agile, devotes separate days to the heights of the moor and the depths of the glens; and most fortunate is he who possesses a car, which makes nothing of the length of circuitous roads and of hills that cannot easily be beaten elsewhere. Of Countisbury Hill, out of Lynmouth towards Somerset, the motor sign tells that the steepest gradient is one in 4½, and Beggarsroost is said to be worse. Beyond Countisbury, about Glenthorne, Exmoor extends to the edge of the sea at a height of 1,100ft.; then the cliff falls sheer. From Barnstaple, where in a deeply indented estuary the River Taw begins to meet the sea, a little railway of 2ft. gauge winds and rambles about for more than twenty miles, always upwards, to Lynton station, perched high above the town and high above Lynmouth—assuredly the most elevated railway terminus in England.

COLOURS OF SPRING.

On all sides the appeal is made to take holidays early, and there are no better times for enjoying Exmoor than the spring and the earliest summer. The trout fisherman, of course, knows this. The best of his sport in the rapid streams is over with June, and he sees the moor when its dark winter coat lightens and the valleys put on the first notes of a bright new green. Then the little moorland trout rise freely, whether it be in Oare Water, or Chalk Water, or Badgworthy Water, or Hoccombe Water that his fly tempts them. The tumbling streams or runlets are known as "waters" till they combine to form the more important River Lynn, or Barle; or, may be, they are "combes," where the name stands for glen and stream together. Rain is, of course, not uncommon on Exmoor, as on Dartmoor, and it is well to carry a mackintosh. With that possession in common, their character is otherwise entirely different. The Exmoor valleys are wonderfully deep and steep. They lie enfolded in great masses of rocky ground that seems to have been piled up into hills, but there is soil enough in at least a large number of the valleys to make tillage possible, so that, deep down, the russet and brown and bare uncovered stone of the moor is threaded by a narrow line of vivid green. The low roads keep by the stream banks—they could go nowhere else—and one may continue mile after mile through a long day without need of rising above the slow but constant rise of the tumbling waters. At bends and turns one comes upon delightfully situated villages, like Brendon—with its detached church placed high on the hill—and Cheriton, and many another.

Lynton and Lynmouth, which stand by the sea and by Exmoor, are developing their early season, which they justly complain is too short. From July's opening to September's end the accommodation they can give is severely taxed, and many visitors stay far into October. The railway companies on June 1st revive the tourist tickets at reduced rates, by which they expect to attract still greater numbers of holiday makers to the West of England. Fast South-Western trains to Ilfracombe have refreshment cars, and stop at Barnstaple, where the climb by miniature railway begins. Anticipating early arrivals, the Valley of Rocks Hotel at Lynton, largely rebuilt and entirely redecorated, has just been reopened by Sir John Harmood-Banner, M.P., and his fellow directors of Messrs. Spiers and Pond, who have now taken it over. All Lynton from its high perch overlooks the sea, and right and left there is a view of tall cliff and rugged coast-line unsurpassed for its boldness.

IN THE DOONE COUNTRY.

No reason exists why this delectable corner of North Devon should in spring and early summer be left to the fisherman and the walking or motoring tourist. Close at hand is the Lorna Doone country, its romantic glens enfolded in the most attractive of all Exmoor's wonderful scenery. The little town of Oare itself is white and clean and mostly modern, still keeping its manor house, but with few left of the cottages that made it the considerable fishing village it was scarcely five and twenty years ago. It is, as already indicated, not necessary to climb the great hills, though Exmoor's expanses are only reached that way, and means of getting out by coach are always available. Delightful days may be spent "down." In the deep valley the visitor seeks Oare Church, wherein girt Jan Ridd and Lorna were married, and where he is shown the very window through which Carver Doone shot Lorna; with the village about it, the most conspicuous building of which is the Staghunt Kennels. Near by is Malmsmead, where Badgworthy Water meets the Lyn, and following the former up-stream you soon get in sight of the

(*Continued at foot of next column.*)

Doone fastnesses. It seems a world away from busy haunts of men, and Nature's invitation to see her at her best never comes with more strong appeal than in May and June, when all is fresh, and the yellow gorse flames, and primroses are thick about the banks, and the last of the bluebells linger into summer.—*Daily Telegraph.*

UNITED STATES NAVY.

VESSELS THAT WILL REMAIN IN COMMISSION.

The naval force which the United States will keep in commission according to *The Army and Navy Journal* of New York, will be fixed by an allocation of the 80,000 men and 6,000 apprentices voted for the active personnel of the fleet. There will be paid off 245 vessels, including 173 destroyers, the peace complements of which number 21,300 men.

The number and classes of vessels which will remain in commission are as follow:

Vessels.	Men.
18 Battleships	21,138
13 Cruisers	6,034
103 Destroyers (90 per cent. complements)	10,306
84 Submarines	2,379
8 Mine-layers	1,213
15 Patrol vessels	1,332
20 Tenders (air, submarine, and destroyer)	7,360
27 Mine-sweepers and tugs	1,216
2 Hospital ships	709
10 Cargo and storeships	1,278
3 Colliers	482
9 Oilers	972
2 Ammunition ships	354
3 Transports	853
8 Auxiliaries, miscellaneous.	705
Flag and aviation complements	2,550
Total afloat	59,271
Shore activities, including training stations, trade schools, hospitals, prisons, radio stations, and miscellaneous	26,729
Total ashore and afloat	86,000

"WRECKING THE NAVY."

Commenting on the situation, in the course of an article headed "Wrecking the United States Navy," the *Scientific American* says:—

"Great Britain has announced that she is cutting down her personnel to 104,000 officers and men; Japan proposes to reduce her enlisted strength to 68,000; the United States Navy, in the endeavour to meet the demand of the country for extreme economy has asked, through the Secretary of the Navy, for only 96,000, as the very lowest minimum with which the Navy can be maintained with any approach to efficiency.

"In spite of the moderation on the part of the Navy, the House Naval Committee endeavoured to cut down the enlisted strength to 67,000 men, and a vigorous and strong fight was made in the House of Representatives to turn this suicidal proposition into law. We do not hesitate to say—first, that the 104,000 men allotted for the British Navy is a reasonable amount, justified by long experience; secondly, that the 96,000 men asked for by our Navy Department represents a smaller force than is necessary to maintain our fleet at all times in a condition of efficiency; thirdly, that to reduce the number to 67,000 would be, in effect, to destroy absolutely the efficiency of the fleet, by causing our ships to be greatly under-manned, and thereby producing a sense of discouragement and neglect in the officers and men.

"If the question be asked—Why did our Navy Department ask for only 96,000 men, when the British Admiralty, in manning a fleet of the same size, determined upon 104,000 men, we reply, that the 96,000 was arrived at by a board of naval officers, who were asked to determine the absolute minimum of men that was necessary to maintain our ships in a condition of fair war-time efficiency—'fair,' mark, you, not maximum efficiency. . . .

"The strength of 96,000 men, as requested by Secretary Denby," our contemporary states in conclusion, "was no mere guess, but was decided upon in an honest endeavour to meet the demand for economy up to a point, beyond which the effectiveness of the Navy would be most seriously imperilled. Hence, we do not hesitate to pronounce the recent attempt to cut our personnel down to 67,000 men as being nothing more or less than a movement, conscious or unconscious as the case may be, to wreck the Navy. In a spirit of compromise, the President asked for 86,000 men, and this the House has granted. It is not enough. The Senate should stand out for the 96,000 men, which the seagoing officers of the Navy have found to be the absolute minimum compatible with the efficiency of the fleet."

The Shanghai Municipal Council has given public notice that any persons profiteering in rice, whether by the withholding of stocks or by any other means, are liable to prosecution with severe penalties on conviction, and with confiscation of their stocks. The public is earnestly requested to report any case of rice profiteering that may come to its knowledge.

Of Mr. A. G. D. West, a native of British Borneo, one of the new Cambridge Wranglers, a home paper mentions that Mr. West was captain and wireless experimental officer in the R.A.F., and when 21 was selected to accompany Mr. Sidney Pickles as navigator in the attempt to win the £10,000 Atlantic flight. He has flown well over a hundred hours in wireless experimental work.

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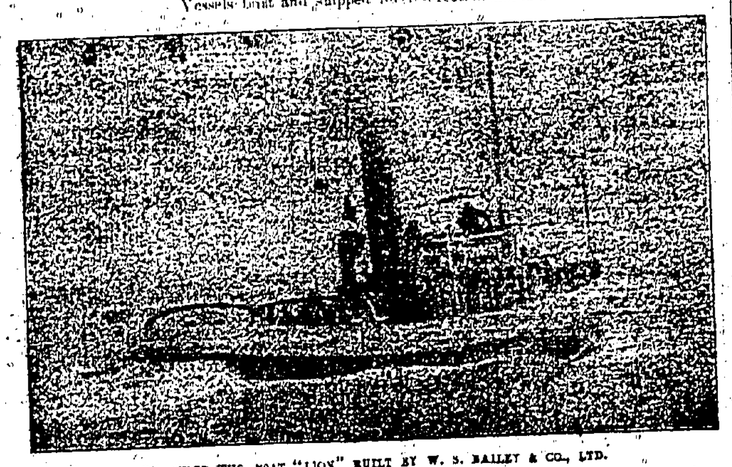
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THE POPE'S LIFE IN THE VATICAN.

[FROM "THE TIMES" MILAN CORRESPONDENT.]

Some interesting particulars have now come to light of the private life of Pope Pius XI. in the Vatican. Whenever a new Pope is made, there is always a curiosity to know how he is adapting himself to his voluntary seclusion, and what habits he preserves of his previous life. Of the present Pope one can say that he confirms the opinion held by all those who knew him well and used to admire his austerity and simplicity.

His Holiness has chosen for his private apartments seven rooms on the third floor, overlooking the Piazza San Pietro. These are furnished with the greatest simplicity, there being no carpets, no curtains, and no sign of luxury. In the bed-room there is a brass bedstead, above which hangs a picture of The Madonna of the Good Counsel, to whom Pius XI. is particularly devout; a mahogany chest of drawers, a small writing desk, and a cabinet in which his Holiness keeps his private papers."

In his study there is a large writing table, with a crucifix standing upon it. No books or reviews are to be seen. Generally, his Holiness does his writing in the great library on the second floor, and when he takes reviews or books from here himself into the private apartment, after he has finished with them he brings them back himself to their places with the methodical care of the old librarian. He does not like to see anything on his writing table, and on every hand there is evidence of his love for tidiness and order.

"The Pope lives entirely isolated in his private apartments, where no guard is on duty either during the day or at night. Nobody sleeps near him. He has three servants, who take turn daily in waiting upon him. But he is particularly looked after by an old woman, whose introduction into the Vatican broke a long tradition, and aroused no little criticism among the Pope's entourage. This woman, commonly called La Signora Linda, who is now over sixty years of age, had been for forty years the faithful maid and companion of the mother of the Pope. She was an orphan, and Signora Ratti took her out of a convent when still a girl. When Signora Ratti died, Linda, being alone, re-entered a convent; but when Cardinal Ratti came to Milan as Archbishop of the diocese he recalled her and made her his housekeeper. A few months later the Archbishop was elected Pope, and Linda was on the point of returning to the convent when a telegram arrived from Rome ordering her to go and live at the Vatican.

The decision of Pius XI., met with the respectful resistance of the Cardinals, and, it is rumoured, even of the Secretary of State. "A woman in the Vatican, Your Holiness!" (it was remarked to him). "None of your predecessors has ever done such a thing." "Well," was the reply, "we will set a precedent for our successors!" Those who know the affectionate attachment of Pius XI. to his family, and particularly the great devotion he always showed to his mother, were not surprised to hear that, in spite of tradition and opposition, he made good his will.

The result is that Signora Linda lives now in the Vatican on the third floor of the wing looking towards Montemario. Her official title is Mistress of the Wardrobe, and every day she orders the Pope's extremely frugal meals.

WISDOM OF A WIT.

"There are many things we may laugh at to keep up our spirits," said Mr. Patrik Francis Murphy, a New York business man and a humorist, in the course of a speech to the American Luncheon Club at the Savoy Hotel a few weeks ago.

"A good speech requiries tact and power of endurance on the part of the audience," he said solemnly, and proceeded to make a speech of which the audience could only complain that it should have lasted at least twice as long, reports the *Daily Mail*. Here are some of the epigrams which kept his hearers in roars of laughter:—

"Praise is pleasing not only to the receiver but to the giver. The one receives it as the reward of merit, and the other gives it to show his magnanimity and command of language.

"Whenever you see two men laughing together, you may be sure that some misfortune has happened to a third.

"Like Jonah in the belly of the whale, I have travelled much and seen little.

"Providence has bestowed modesty on some people, and on others a disposition for public life.

"As we wander through a cemetery we wonder where all the sinners are buried.

"Many men in public life adopt the method of that old statesman who said that he did not exactly forgive his enemies, but he did his best to put them in a position where he could sympathise with them.

"Two parties are like two jealous lovers paying court to the same woman. They hate each other and love their country.

"England has led Ireland up to the altar of freedom, but without orange blossoms.

"It never enters the mind of an Englishman to think about the superiority of his countrymen, he takes it for granted.

"Golf is a game of honour played in the garden of lies.

"The English flag was the only thing that the sun never set on. Now it shares that distinction with the Ford car.

"It is only lately the Americans and English have arrived at that point of friendship where they can afford to make fun at each other, and no friendship is at a point of equilibrium till that is reached."



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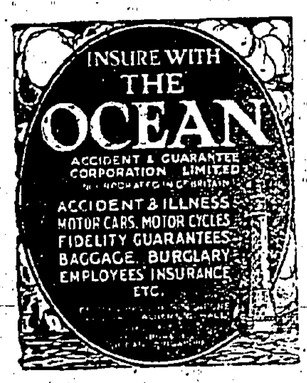
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BRITAIN AND FRANCE.

FRENCH AMBASSADOR ON GERMANY.

The French Ambassador, the Comte de Saint-Aulaire, presided on June 15th, at the annual banquet of the French Chamber of Commerce at the Hyde Park Hotel.

Responding to the toast of his health, proposed by M. J. Leroux (President of the Chamber), the French Ambassador said he wished to appeal to the members of the French colony in London to help in clearing the misunderstandings which existed between Gt. Britain and France. At present too many British people based their opinion of France on prejudices and misconceptions. He felt more at liberty to broach the subject in the presence of British hearers as, when in France, he did his best to make Great Britain better understood by the French people.

He proceeded: The first prejudice entertained in this country against France is that she is Imperialist militarist. I ask those here among my compatriots who fought in the war. Do we really wish that it should begin anew? I ask all fathers whether they are happy to send for long months their sons into the Army. All reply, "No," a thousand times "No." What they want, what we all want, is that the victory, so dearly bought, should not bring the definite and complete ruin of France; and that would be the case if Germany does not compensate in money or kind the dreadful devastation she has wrought.

Can one imagine for a single moment that in a country like France, where the power is founded on universal suffrage, where conscription is obligatory for all, a Government could make war without the unanimous assent of the nation? Frances, more than other nations, loathes war because, more than other nations, she suffered from the war. France is the most peace-loving of all nations, because more than any other she wants peace to repair her ruins and heal her wounds. If we bear patiently the burden of military service it is because we are next-door neighbours of Germany, and we know that Germany respects only force and will only fulfil her engagements in the measure she will believe we can make her do so.

FRANCE AND REPARATIONS.

The second prejudice entertained by some in this country against France is that, owing to our unreasonable claims towards reparations, we ruin Germany, prevent the rehabilitation of the mark, and thus close the German market to British industry. France is supposed to be the cause of unemployment in Great Britain. What are the facts? In 1920 the Ministry of the Liberated Regions estimated the sum due to France to be 148,000 million gold marks. After successive reductions we agreed in May, 1921, to the figure of 68,000 million marks. And it is not all. Three years after the Armistice the French Minister of Finance declared in the Chamber of Deputies that we have not yet received from Germany a single penny towards reparations. And by an unexampled, unheard-of paradox, France, victorious but mutilated, was constrained to finance her aggressor, whose producing capacity was left unimpaired. France has advanced sums amounting to-day to 80,000 million francs. We borrowed that money at a very moderate rate of interest of 5 per cent., representing an annual charge of 4,000 million francs, the actual deficit in the French Budget of 1923.

Another prejudice is the belief widely spread in this country that Germany is in a desperate financial condition, of which the depreciation of the mark is the evident sign. Let us consult the admirable report of the British Secretaries in Germany which has just been published. Those impartial agents of the British Government show that precisely by reason of the depreciation of the mark Germany enjoys a remarkable industrial and commercial prosperity, that she has no unemployed, and can sell her products at prices defying all competition. No doubt that great commercial prosperity forms a marked contrast with the financial situation of the State. But the depreciation of its money, which the German Government unceasingly points out to explain its straits, and elude the payment of reparations, has it not deliberately instigated it?

THE GERMAN POLICY.

The depreciation of Germany money is due to the insane policy of the Government of the Reich. It resulted notably from the considerable increase in the number of officials, the redemption of railways and canals, from indirect subsidies of all kinds granted to German industry—cheap tariffs of transport, cheap bread, cheap coal. To such ends was the German Treasury used, raising the fiduciary circulation from twenty-two thousand million marks in 1916 to one hundred and twenty thousand million in February, 1922. France, in consequence, feels assured that, to protect the interests at the same time of the Allies and of Germany herself, she is right in asking the Allies to put an end to such a policy, which can only lead to the bankruptcy of the German State, for the benefit of the German magnates of industry and to the detriment of just reparations.

One more consideration. If it is true that there is an economic interdependence between nations, it is equally true that some have a production antagonistic to one another. It is the case of Germany and Great Britain. If, on the other side, there is a country whose production is happily complementary to that of Great Britain, and therefore very seldom comes into competition with her, either here or on the other markets, that country is France. Add to it that France is the third best customer of Great Britain, India and the United States being first and second, what would become of the French market if we succumbed under the weight of our debts and in particular of the 80,000 million francs we had to pay for reparations?

(Continued at foot of next column.)

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23-8

THE IRISH EXTREMISTS.

"HIBERNIORS"—MORE IRISH THAN THE IRISH.

DE VALERA AND COLLINS COMPARED.

They (the Irish extremists) are supported or perhaps inspired, by a small group now beginning to be called the "Hiberniors," as being foreigners more Irish than the Irish, says Mr. H. W. Nevinson in *The Nation*. At their side stand large numbers of young women in the Cumann-nam-Ban, and the conjunction has produced the passing jest of "The Women-and-Childers Group." But their real strength lies in the attraction of all extreme courses that involve pain and loss and sacrifice of life itself. After the thrills and excitement of the last few years it would be difficult for anyone of spirit to settle down to the quiet ways of peace. That is the worst sequel of war.

THE MILITARY MIND.

As "A. E." says in his "Irish Homestead:" "We are at present dominated by the military mind, which has many fine qualities, like courage and self-sacrifice, but is generally the most stupid and pig-headed kind of mind for anything except self-sacrifice." A still darker side of the same militarist spirit is exposed in his recent address to the Socialogical Society, soon to be published in their journal:—

RETPILIAN BIGOTRY.

"In the shadows of Ireland, North and South," he writes, "lurks reptilian human life, bigots who, in the name of Christ, spit on His precepts, and who have put on the whole armour of hate, and men, and women too, who have known the dark intoxication of blood, and who seek half-unconsciously for the renewal of that sinister ecstasy. I dread any wild enterprise which might let loose that passionate life."

SEEKERS FOR MARTYRDOM.

There were many sects of early Christians (I believe the Manichaeans were among them) who sought bodily and mental anguish for its own sake as likely to improve the soul. Those who are subject to the temptations of ease, comfort, safety, routine, and other lusts of the flesh may have sympathy with such a doctrine.

COLLINS ON DE VALERA.

Yet, in regard to the present situation in Ireland, many will recognize the wisdom of Mr. Michael Collins when, speaking lately at Cork, he said:—

"Was it the doctrine of Mr. de Valera and his followers that suffering and fighting were to go on just because they were good in themselves? It is suggested that martyrdom and trials and destruction are better than materialism and slavery. We hear about the hard road which the opposition is pointing out to the Irish nation, and the inducements that are put before the people towards ease, towards living practically the life of beasts. This is the language of madness, or worse. There is no slavery under the Treaty. The chances of materialism are not greater than they would be under a Republican form of government, or any other form of government."

THE TWO LEADERS COMPARED.

One of the deepest thinkers and most practical men in Dublin tells me the difference between Mr. de Valera and Mr. Collins reminds him of the distinction that William James drew between the thin philosopher and the fat—the cold, abstract, logical philosopher, and the warm, human, concrete philosopher who knows the ways and hearts of men. I felt the distinction myself as I listened to the speeches of the "Republicans" before little knots of people in various parts of Dublin on St. Patrick's Day, when Mr. Childers, "The Countess," Mrs. Pearse, mindful of her two executed sons, and a few others were speaking. So honest, so ideal, so uncompromising, so gallant they were, but so thin and shadowy in their doctrine, so far removed from common human nature.

The bankruptcy of France cannot be avoided if the Allies do not unite to make Germany pay. And Germany can pay if she applies the measures indicated by the Commission of Reparations in view of a progressive rehabilitation of the mark. With the mark's value raised, British products will no longer be so unequally placed, and they may find their way to the German market. Order in German finances would mean at the same time reduction of unemployment in Great Britain and payment of reparations. It can therefore be truly said that there is a close solidarity in the economic interests of France and Great Britain.

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS, SUBJECT TO ALTERATION

TSINGTAU via SWATOW & SHANGHAI	"HOPSANG"	Friday,	28th July,	Noon.
STRAITS & CALCUTTA	"KUTSANG"	Friday,	28th July,	3 p.m.
MANILA	"YUENSANG"	Friday,	28th July,	3 p.m.
TSINGTAU via SWATOW & SHANGHAI	"CHOYSANG"	Sunday,	30th July,	D.L.
KOBE	LAISANG"	Sunday,	30th July,	D.L.
BANGKOK via SWATOW	"WAISANG"	Tuesday,	1st Aug.,	Noon.
HAIPHONG via HOIHOW	"MINGSANG"	Wednesday,	2nd Aug.,	D.L.
TIENTSIN	"CHIPSHING"	Wednesday,	2nd Aug.,	Noon.
SANDAKAN	"HINSANG"	Wednesday,	2nd Aug.,	Noon.
TSINGTAO via SWATOW & SHANGHAI	"KWONGSANG"	Friday,	4th Aug.,	Noon.
KOBE	"NAMSANG"	Saturday,	5th Aug.,	Noon.
SHANGHAI via SWATOW	"TUNGSHING"	Sunday,	6th Aug.,	Noon.
STRAITS & CALCUTTA	"LAISANG"	Saturday,	19th Aug.,	3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore; returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued Northern and Yangtsze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

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TIENTSIN LINE.—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok via Swatow, by five steamers fitted with up-to-date passenger accommodation.

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OUTWARDS.

Vessel	Due Hongkong
"PEMBROKESHIRE"	27th July.
"GLENADE"	15th August.
"GLENARIFFE"	30th August.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENBEG"	4th Aug.,	LONDON, ROTTERDAM, ANTWERP & HAMBURG.
"GLENSHANE"	23th Aug.,	GENOA, LONDON, ANTWERP, ROTTERDAM & HAMBURG.
"GLENLUCE"	2nd Sept.,	GENOA, LONDON, ANTWERP ROTTERDAM & HAMBURG.

Movements are subject to change without notice.

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PATIENT'S RESIDENCE BY ARRANGEMENT
1197

SHIPPING NEWS

ARRIVALS.

July 25th.

Alipore, British str., 3,241 tons, Capt. L. M. Gordon, from Singapore, with a general cargo.—Mackinnon, Mackenzie & Co.

Jade, French stb., 286 tons, Capt. P. B. Morganti, from Haiphong, with a general cargo.—Kai Yue & Co.

Kweiyang, British str., 1,228 tons, Capt. A. Tucker, from Singapore, with a general cargo.—B. & S.

July 26th.

Asakusa Maru, Japanese str., 2,356 tons, Capt. K. Fukue, from Swatow, with a general cargo.—O.S.K.

Afrika, Danish str., 6,782 tons, Capt. Hansen, from Singapore, with a general cargo.—Manners & Backhouse.

Chung Hing, Chinese str., 249 tons, Capt. Leung San Kong, from K. C. Wan, with a general cargo.—Hong On & Co.

Haiching, British str., 1,268 tons, Capt. J. S. Thomson, from Foochow, with a general cargo.—D.L. & Co.

Hydrangea, British str., 561 tons, Capt. W. J. Collom, R.N.R., from Swatow, with a general cargo.—Chiu On S.S. Co.

Kwai Wah, Chinese str., 402 tons, Capt. Kwok Kai, from Tourane, with a general cargo.—Wai Hing & Co.

Lanun, British str., 1,356 tons, Capt. E. D. Blackburn, from Kohsichang, with a general cargo.—B. & S.

Seang Bee, British str., 3,784 tons, Capt. R. S. Connally, R.D., R.N.R., from Singapore, with a general cargo.—Tuen Kee & Co.

Soshu Maru, Japanese str., from Canton.

CLEARANCES.

July 25th.

Bangkoe, for Shanghai.
Empress of Canada, for Shanghai.
Helios, for Saigon.
King Yuen, for Amoy.
Lakemaru, for Saigon.
Leesang, for Hoihow.
President Jackson, for Shanghai.
Prosper, for Canton.
Sanka Maru, for Hongay.
Soshu Maru, for Swatow.

PASSENGERS.

ARRIVALS.

Per s.s. *Asakusa Maru*, from Swatow: Mr. G. S. Pape and Mr. H. Home.

Per s.s. *Haiching*, from Foochow, etc.: Mrs. N. S. Giles and 2 children, Mr. W. S. Cruickshank, Mr. and Mrs. M. Taketo and child.

SHIPPING MOVEMENTS.

The s.s. *Eurycles* (Blue Funnel), arrived at New York on July 24th.

The s.s. *Pickling* (Blue Funnel), left Port Said on July 21st for London, Rotterdam and Liverpool.

The s.s. *Ajaxmos* (Blue Funnel) left Port Said on July 21st for Boston and New York.

The s.s. *Tangtse* (Blue Funnel) left Port Said on July 22rd for Genoa, Marseilles, Liverpool and Glasgow.

The R.M.S. *Empress of Canada*, Capt. A. J. Hailey, R.N.R., Commander, will now leave here for Victoria and Vancouver, B.C., *viâ* Shanghai (Woosung), Kobe, Shimidzu and Yokohama at 3 p.m. on July 28th (Friday).

The N.Y.K. s.s. *Sanuki Maru* (Calcutta line) left Singapore for Hongkong on July 25th, and is expected here on August 1st.

The N.Y.K. s.s. *Hardna Maru* (European line) left Kobe for Hongkong *viâ* Moji and Shanghai on July 25th, and is expected here on August 3rd.

VESSELS EXPECTED.

Afrika (East Asiatic Co.), due July 26th.
Ajax (Blue Funnel), due September 4th.
City of Lincoln (Bank Line), due August 18th.
Empress of Russia, due August 3rd.
Gregory Apcar (B.I. Apcar Line), due August 4th.
Hector (Blue Funnel), due August 17th.
Ixion (Blue Funnel), due August 13th.
Java (East Asiatic Co.), due July 28th.
Teiresias (Blue Funnel), due August 19th.
Theseus (Blue Funnel), due August 4th.
Titan (Blue Funnel), due August 9th.

On behalf of the Duke of York, Commodore the Marquis of Graham, on May 27th, opened the magnificent new home of the Royal Seamen's Orphanage at Bear Wood, Wokingham, Berks. The King, in a message to the society, referred to "the world-wide work of the institution."

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"A Friend Already for all Irregularities. Thousands of Ladies always keep a box of Martin's Pills in the house, so that at the first sign of any irregularity of the System a timely dose may be administered. Those who use them, recommend them beyond their most sanguine hopes. All Chemists and Stores sell them throughout the World, or post free 54 stamps, MARTIN, Chemist, Southampton, Eng.

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AT 3 O'CLOCK P.M.

THIS POSTPONMENT WILL NOT AFFECT DATE OF SAILING FROM YOKOHAMA NOR DATE OF ARRIVAL IN VANCOUVER.

PASSENGERS MAY GO ON BOARD THURSDAY.

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s.s. "NANKING" August 10th.
s.s. "CHINA" Sept. 16th.
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FOR

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SIR,—I beg to acknowledge the receipt of your letter of the 23rd instant and am desired by the Prince of Wales to thank you for the copy of the 60th annual edition of "THE DIRECTORY & CHRONICLE FOR CHINA, JAPAN, THE STRAITS SETTLEMENTS, ETC., ETC.," which His Royal Highness has been pleased to accept, and which will be extremely useful during the remainder of the tour.

Yours faithfully,
GODFREY THOMAS,
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N. Y. K.

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VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports

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IYO MARU (Nagasaki direct) Saturday, 16th Sept., at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

HARUNA MARU Friday, 4th August, at 11 a.m.
KAMO MARU Friday, 18th August, at 11 a.m.

HAMBURG via LONDON, ROTTERDAM.

TSUYAMA MARU Friday, 28th July.

LIVERPOOL via MARSEILLES and VALENCIA.

SADO MARU Friday, 28th July.

SYDNEY & MELBOURNE, via Manila, &c.

AKI MARU Tuesday, 15th Aug., at 11 a.m.
TANGO MARU Tuesday, 19th Sept., at 11 a.m.

NEW YORK, VIA PANAMA.

TOBA MARU Saturday, 29th July.

NEW YORK via Suez.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

BOMBAY via Singapore and Colombo.

AKITA MARU Thursday, 10th August.

CALCUTTA via Singapore, Penang & Rangoon.

MALACCA MARU Sunday, 6th August.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Friday, 18th Aug., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SANUKI MARU Wednesday, 2nd August
ATSUTA MARU Thursday, 3rd Aug., at 11 a.m.
KASHIMA MARU Thursday, 17th Aug., at 11 a.m.

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Leave Hongkong 21st Aug.
West Ivan" Due Hongkong 1st Sept.
Leaves Hongkong 3rd Sept.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS. THROUGH BILLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

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Leaves Hongkong 12th Aug.
"Dewey"... Due Hongkong 1st Sept.
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THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

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WEATHER REPORT.

July 26th, at 12 (G.C.T.).—Pressure has increased slightly from Vladivostock to S.W. Japan and Shanghai, and decreased slightly Weihaiwei, Guam, and over Indo-China.

A trough of low pressure extends from Indo-China to the east of Luzon.

Hongkong Rainfall for the 24 hours ending at 10 a.m., 26th July, 0.00 inch. Total since January 1st, 34.46 inches, against an average of 49.30 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District	Forecast
Hongkong to Cap Rock	E. winds, moderate; fine at first, some rain later.
Formosa Channel	The same as No. 1.
South coast of China between Hongkong and Lamocks	The same as No. 1
South coast of China between Hongkong and Hainan	The same as No. 1

HONGKONG TIDE TABLE

From 27th July to 2nd August, 1922.

Days of Week	Days of Month	High Waters: H'kong Standard Time.	High Waters: Height.	Low Waters: H'kong Standard Time.	Low Waters: Height.
		h. m.	ft. in.	h. m.	ft. in.
Thur	27	m 10 54	7 5	m 4 22	2 1
				5 45 a	0 4
Fri.	28	m 0 19	4 8	m 5 12	2 1
		m 11 49	6 8	6 28 a	0 7
Satur	29	m 1 8	5 0	m 6 9	2 3
		0 51 a	6 2	7 14 a	1 4
Sun.	30	m 1 58	5 2	m 7 18	2 5
		2 2 a	5 5	8 3 a	2 0
Mon.	31	m 2 50	5 4	m 8 44	2 6
		3 20 a	4 8	8 54 a	2 5
Tues	1	m 3 46	5 6	m 10 30	2 5
		4 46 a	4 4	9 49 a	2 9
Wed.	2	m 4 46	5 9	0 8 a	2 1
		6 16 a	4 2	10 48 a	3 1

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 26th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.64	29.64	29.64
Temperature ...	87	79	87
Humidity ...	66	91	66
Wind Direction	ESE	Calm	ESE
" Force ..	2	0	3
Weather ...	C	c	B
Rain ...	0.00	-0.00	0.00

Highest open-air Temperature on 25th ... 87
Lowest open-air Temperature on 26th ... 79

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

WATER LEVELS IN ENGLISH FEET AT 10 A.M.

Place of Observation.	Highest W.L. over recorded.	Lowest W.L. over recorded.	1922: W.L. July 24.	1922: W.L. July 25.
	Feet.	Feet.	Feet.	Feet.
Wuchow, W. River	+79.50	—2.42	33.9	—
Kongmoon, W. River	+14.70	—0.80	8.0	3.0
Linkonghow, N. River	+57.00	—	5 9	5.8
Samshui, N. River	+27.25	—5.00	11.9	10.2
Sheklung, E. River	+15.15	—0.88	3.2	2.6

Engineer-in-Chief.

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Mr W. G. Ball	Mr J. E. Joseph
Mr J. de Santos	Mrs Oey Seon Kiat
Bandeira	Mr E. J. Leveson
Mr P. N. Bayliss	Capt. J. M. Lopes
Mr W. G. Bell	Mr A. H. Lord
Capt. & Mrs Beer	Capt L. Maclay
Mrs E. B. Bellios	Mr O. M. Mayer
Mr & Mrs C. H Benson	Mr Fred. W. Moore
Mr R. M. Bevilo	Mr K. U. Moore
Mr R. J. Birbeck	Dr J. Morrison
Mrs E. Blackburn	Mr H. I. Nairn
Mr J. B. L. Calder	Dr J. W. Noble
Mr Montague Cohen	Mr C. Nopper
Mr & Mrs Coles	Mr A. H. Nyland
Mr P. N. Collier	Maj. G. W. Olivecrona
Mr W. F. Comen	Mrs Paterson & infnt.
Mr A. Comrad	Capt. H. A. Pauld
Mrs M. Cory	Mr J. W. Pell
Mr C. N. Cross	Mr & Mrs S. G. Phelps
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REPULSE BAY HOTEL.

Mr Bokkers	Mr Lechner
Mr & Mrs J. D. Birrell	Mr Lynott
Mr L. H. Bossell	Mrs McLiddell
Mr G Choisy	Mr Parker Ness
Mrs Paul Davies	Miss Parker Ness
Mr & Mrs Edwards	Mrs Newrit
Mr & Mrs Ester	Mr & Mrs Nickelton
Mr & Mrs Geare	Mr & Mrs Powrie
Miss Genie	Col. & Mrs Roberts
Mr J. C. Gilson	Mr Sleeryver
Mr & Mrs Hannibal	Mr & Mrs C. Stone
Miss Harvey	Mr & Mrs T. H. Walker
Mr & Mrs Kettering	Mr H. A. White

ELLERMAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

HOMEWARDS.

s.s. "CITY OF CAMBRIDGE" ...3rd Aug. ...Havre, London, Antwerp & Hamburg.
s.s. "CITY OF MANCHESTER" ...26th Aug....Marseilles, London, Antwerp & Hamburg.

Subject to change without notice.
For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.,
or Mitsui & Co., CANTON. General Agents. 31

BOSTON AND NEW YORK

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN SS. CO., LTD., AND CHINA MUTUAL S.N. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

ELLERMAN & BUCKNALL S.S. CO., LTD.

Sailings from Hongkong.

s.s. "EUMAEUS" via Suez Canal 5th August.
s.s. "TELEMACHUS" via Suez Canal 19th August.
s.s. "CITY OF BAGDAD" via Suez Canal 25th August.

Steamers proceed via Suez Canal or Panama Canal at Owners' option
Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
(JOHN SWIRE & SONS, LTD.)
HONGKONG AND CANTON. KEISS & CO. CANTON. 71

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT

Destinations.	Steamer & Displacement.		Sailing Dates.
SHANGHAI, KOBE & YOKOHAMA	"CORDILLERE"	10,000	On or about 4th Aug.
	"AMAZONE"	11,000	On or about 18th Aug.
	"ANGKOR"	15,000	On or about 1st Sept.
MARSEILLES, via HAIPHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, DJIBOUTI, SUEZ & PORT-SAID	"ANDRE LEBON"	22,000	On or about 8th Aug.
	"AMBOISE"	15,000	On or about 22nd Aug.
	"CORDILLERE"	11,000	On or about 5th Sept.

COMMERCIAL LINE

TUNIS, HARVE, DUNKIRK & ANTWERP Direct	"COMMISSAIRE PIERRE LECOQ"	...	About 28th July.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKIRK, & ANTWERP. (ON APPLICATION)

For further particulars, etc., apply to

CONSIGNATION—TRANSIT—REPRESENTATION.
Telephone 740.

A. JOBARD,
Acting Agent,
Queen's Building.

DOUGLAS STEAMSHIP CO., LTD

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having spacious accommodation for First-Class Passengers, Electric Light and Fans in staterooms, saloon and Excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN.

(Occupying 9 or 10 Days)

HAICHING	Capt. J. B. Thomson	Friday,	28th July, at 1 p.m.	
HAICHONG	Capt. W. C. Passmore	Friday,	4th Aug., at 1 p.m.	

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.,
General Manager.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN

KEELUNG, HONGKONG & HAIPHONG.

Sailing from Hongkong.

FOR HAIPHONG via Holhow & Pakhoi

s.s. "TAIKWA MARU" on or about 4th Aug.

FOR KEELUNG via Swatow & Amoy

s.s. "HOZUI MARU," on or about 4th Aug

For further particulars, please apply to—

Branch Office:
No. 17 Bonham Strand, West.
Tel. No. 155.

S. MITARAI,
Agent,
Top Floor, King's Building,
Tel. No. 140.

P. & O., British India Apcar and Eastern & Australian Lines

COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (about)	Destination
"KASHGAR"	9,000	30th July, 4 p.m.	Singapore, Penang, Colombo, Bombay, Aden, Port Said, Marseilles, Gibraltar, Plymouth & London.
"SICILIA"	6,702	16th Aug.	Spore., Penang, Colombo & Bombay
"SARDINIA"	6,580	16th Aug.	Marseilles, London & Antwerp.
"JEYPORE"	5,218	29th Aug.	do.
"DEVANHA"	8,092	30th Aug.	do.
"NOVARA"	6,850	13th Sept.	do.
"MACEDONIA"	10,512	27th Sept.	do.
"KALYAN"	8,987	11th Oct.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,056	25th Oct.	Marseilles, London & Antwerp.
"KHYBER"	9,000	8th Nov.	do.
"NANKIN"	7,000	22nd Nov.	do.
"KARMALA"	9,000	6th Dec.	Bombay, Mars., L'don. & A'werp.
"KASHGAR"	9,000	20th Dec.	Marseilles, London & Antwerp.
"PLASSY"	7,300	3rd Jan., 1923	do.

BRITISH INDIA - APCAR SAILINGS

"JAPAN"	6,082	3rd Aug.	Calcutta via Singapore & Penang*

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,006	3rd Aug.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, [San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

"ALIPORE" *	5,272	28th July, 4 p.m.	Kobe.
"DEVANHA"	8,092	1st Aug.	Shanghai & Japan.
"SICILIA"	6,702	3rd Aug.	Shanghai only.
"EASTERN"	4,000	5th Aug.	Kobe & Yokohama.
"GREGORY APCAR"	4,649	6th Aug.	Shanghai & Kobe.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Saloon Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels Measuring not more than 2½ ft. x 2 ft. x 1 will be received at the Company's Offices up to NOON on the day previous to sailing.

For Further Information, Passage Fares, Freights Handbooks, etc., apply to—

* Cargo only.

MACKINNON, MACKENZIE & CO.,
22, Des Voeux Road Central, HONGKONG. Agents. [1

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP, MARSEILLES—Monthly direct service via Singapore and Port Said
"ARGUN MARU" Monday, 14th Aug.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SAIGON & SINGAPORE. PASSENGER SERVICE
"CANDA MARU" Tuesday, 22nd Aug.
BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"HONOLULU MARU" Tuesday, 8th Aug.
SAIGON, BANGKOK & SINGAPORE—Regular monthly Passenger Service.
"KISHU MARU" Tuesday, 1st Aug.
CALCUTTA.—Fortnightly service via Singapore, Penang & Rangoon.
"ANNAN MARU" Thursday, 3rd Aug.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Via Ports—Taking cargo to OVERLAND PORTS U.S.A. & CANADA—Passenger Service.
"MANILA MARU" Saturday, 5th Aug.
NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco Panama and Cuban Ports.
"HAGUE MARU" Tuesday, 8th Aug.
NEW ORLEANS LINE via SUEZ.
"SUMATRA MARU" Thursday, 28th Sept.
JAPAN PORTS—Kobe & Yokohama via Shanghai
"ALTAI MARU" Sunday, 3rd Sept.
KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"KAIJO MARU" or "AMAKUSA MARU" Every Sundays, Noon.
TAKAO via SWATOW & AMOY
"SOSHU MARU" Thursday, 27th July.

Tel. No. 4090. Y. NABAUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON
and
NEW YORK

S.S. "MOORISH PRINCE" 1st August.

For Freight and full particulars apply to—

FURNESS (FAR EAST) LIMITED.
(Incorporated in Great Britain)
St. George's Building.

Telephone 3103.
Telegrams (Furaprince)

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATIONS.

For	Steamer	To Sail
AMOY, SWATOW & SINGAPORE	"KINGYUAN"	On 27th July, 9 a.m.
SWATOW, AMOY & SHANGHAI	"SOOCHOW"	On 27th July, Noon.
WEIHAIWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 29th July, 4 p.m.
SHANGHAI & TSINGTAO	"SZECHUEN"	On 29th July, 4 p.m.
HOIHOW, PAKHOI & HAIPHONG	"KAIFONG"	On 1st Aug., D.L.
SWATOW & BANGKOK	"KIANGSU"	On 1st Aug., 2 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO. Excellent Saloon accommodation amidships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tsingtao (weekly), taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.—Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone 26. BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, Ltd.),
Agents.

CARGO & BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE (John Swire & Sons, Ltd.)

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILING SUBJECT TO ALTERATION.

Steamer	Arr. Hongkong from Australia	Lv. Hongkong for Manila & Australian Ports
"TAIYUAN"	In port.	28th July., 4 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A fully qualified Doctor is carried. Enclosed Piano. Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to— BUTTERFIELD & SWIRE
Telephone No. 26 (JOHN SWIRE & SONS, LD.), Agent.

SIAMESE STEAMSHIP CO., LTD.

SAILINGS FROM HONGKONG

FOR	STEAMER	TO SAIL

For further particulars apply to
Messrs. BUTTERFIELD & SWIRE
Telephone 36. (JOHN SWIRE & SONS, LD.), Agents. [32

PACIFIC MAIL S.S. CO

MANAGING AGENT, U.S. SHIPPING BOARD EMERGENCY FLEET CORPORATION.

TRANS-PACIFIC SERVICE

Freight and Passengers

Fare to European Ports USG $620.50 First Class Throughout.

AMERICAN STEAMERS

SAN FRANCISCO via SHANGHAI, KOBE, YOKOHAMA AND HONOLULU

	Leaves Hongkong	Arrives San Francisco
S.S. "PRESIDENT WILSON" (formerly "EMPIRE STATE")	July 26th	Aug. 17th
S.S. "PRESIDENT LINCOLN" (formerly "HOOSIER STATE")	Aug. 23rd	Sept. 14th
S.S. "PRESIDENT CLEVELAND" (formerly "GOLDEN STATE")	Sept. 13th	Oct. 5th.

HONGKONG-CALCUTTA SERVICE

SINGAPORE, PENANG, RANGOON AND CALCUTTA.

S.S. "LAKE FAULK" July 28th, at Noon.

TAMPA INTER-OCEAN S.S. CO.

FOR HAVANA, NEW ORLEANS, NEW YORK.

S.S. "HEFFRON" Aug. 19th.
S.S. "VICTORIOUS" Sept. 5th.

"Sailings and Fares Subject to change without Notice."

For full information regarding rates, space, etc., apply to—

PACIFIC MAIL S.S. CO.

Telephone 141. Cable Address "SOLANO" Union Building, Hongkong.
AGENTS AT CANTON—REISS & Co. [24

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON

for NEW YORK & BOSTON

s.s. "EGREMONT CASTLE" ... sailing on or about 8th August.
s.s. "DACRE CASTLE" Middle of September.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA & DANUBE PORTS.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI.

s.s. "TRACIA" sailing on or about 10th August.

FOR BRINDISI, VENICE & TRIESTE

s.s. "TRACIA" sailing on or about 20th August.

Passengers' Luggage can be insured at the Office of the Agents.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMONA" sailing 20th August.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,
Agents.

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POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Due.
Shanghai	*Kweilin*	27th July.
Shanghai	*Szechuen*	27th July.
Shanghai	*Yingchow* ...	29th July.
Canada, U.S.A., Japan and Shanghai	*Pres. Grant* ...	30th July.
London (Parcel Mail 20th June.) ...	*Devanha*	1st August.
Calcutta & Straits	*Sanuki Maru* ...	1st August.
Japan and Shanghai	*Haruna Maru* ...	3rd August.

OUTWARD MAILS.

For	Per	Date.	
Swatow, Amoy and Takao	*Soshu Maru* ...	Thursday, 27th,	9.00 A M
Amoy	*Soochow* ...	Thursday, 27th,	10.30 A M
Swatow and Amoy	*Soochow* ...	Thursday, 27th,	10.30 A M
Amoy	*Kweiyang* ...	Thursday, 27th,	2.30 P M
Swatow	*Hydrangea* ...	Thursday, 27th,	3.30 P M
Samshui and Wuchow	*Taiming* ...	Thursday, 27th,	4.30 P M
Batavia, Samarang & Sourabaya ...	*Borneo Maru* ...	Thursday, 27th,	4.00 P M
Amoy	*Kingyuan* ...	Thursday, 27th,	8.00 A M
Fort Bayard, Hoihow & Haiphong ...	*Hanoi* ...	Friday, 28th,	7.30 A M
Philippine Islands	*Robert Dollar* ...	Friday, 28th,	10.00 A M
Swatow, Amoy and Foochow ...	*Haiching* ...	Friday, 28th,	Noon
Shanghai, N. China, Japan, Canada, U.S.A., Central & South America, & EUROPE via VANCOUVER B.C.	*Empress of Canada*	Friday, 28th, Registration	12.45 P M
		Letters ...	1.00 P M
Straits and Calcutta	*Kutsang* ...	Friday, 28th,	1.00 P M
Philippine Islands	*Yuensang* ...	Friday, 28th,	1.00 P M
Philippine Is., Sandakan Australia & New Zealand via Thursday Island—due Thursday Island about 11th August	*Taiyuan* ...	Friday, 28th, Registration	1.45 P M
		Letters ...	2.30 P M
		Friday, 28th,	2.30 P M
Japan	*Alipore*	Friday, 28th,	5.00 P M
Tourane	*Kiwaiwah* ...	Saturday, 29th,	2.30 P M
Wei Hai Wei and Chefoo	*Huichow* ...	Saturday, 29th,	2.30 P M
Shanghai and North China	*Szechuen* ...		

*Correspondence bearing vessel's name only.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE
(DIRECT).

"GLAUCUS" 7TH AUG. London, Rotterdam & Hamburg.
"JASON" 14TH AUG. London, Antwerp & Hamburg.
MENTOR" 21ST AUG. London Amsterdam & Antwerp.
"THESEUS" 4TH SEPT. London, Amsterdam & Antwerp.

LIVERPOOL SERVICE
(DIRECT OR VIA CONTINENTAL PORTS)

"MEMNON" 5TH AUG. Genoa, Liverpool & Glasgow.
KEEMUN" 8TH AUG. Genoa, Marseilles, Havre & Liverpool.
"MACHAON" 21ST AUG. Marseilles, Havre & Liverpool.

PACIFIC SERVICE
(VIA KOBE AND YOKOHAMA).

"PROTESILAUS" 1ST AUG. } Victoria, Seattle & Vancouver.
"IXION" 29TH AUG. }

NEW YORK SERVICE
(VIA SUEZ OR PANAMA).

"EUMAEUS" 5TH AUG via Suez.
"TELEMACHUS" 15TH AUG. via Suez.

PASSENGER SERVICE

"TEIRESIAS" 19TH AUG. for Shanghai & Japan.
"MENTOR" 21ST AUG. for Singapore & London.
"TEIRESIAS" 25TH SEPT. for Singapore & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO
BUTTERFIELD & SWIRE
(JOHN SWIRE & SONS, LTD.),
AGENTS

ASIA BANKING CORPORATION

AN AMERICAN INSTITUTION.

CAPITAL U.S. $4,000,000. SURPLUS U.S. $1,100,000.

Controlled by a group of large American Banks and operated under laws of the Federal Reserve Bank and the New York State Banking Department.
Current and Savings Accounts and Fixed Deposits opened in U.S Currency, Sterling, Francs, Pesos and Local Currency upon application.
Through our correspondents in all parts of the World we are qualified to render an International Banking Service that is economical, accurate and prompt.

HEAD OFFICE IN THE UNITED STATES:
NEW YORK

HEAD OFFICE IN THE FAR EAST:
SHANGHAI

BRANCH OFFICES:
PEKING, TIENTSIN, HANKOW, CANTON, HONGKONG
SINGAPORE, MANILA, SAN FRANCISCO.

D. M. BIGGAR,
MANAGER.

FOR EUROPE AND AMERICA
INDIA, AUSTRALIA, &C.,
A Comprehensive and Complete Record of the
NEWS OF THE FAR EAST
Is given of the

HONGKONG WEEKLY PRESS

with which is incorporated
"THE CHINA OVERLAND TRADE REPORT."

Subscription, paid in advance, $12 per annum. Including Postage to any part of the world, $14.

THE CHINA SPECIE BANK, LTD.

HEAD OFFICE
ST. GEORGE'S BUILDING, HONGKONG.

Chairman of Board of Directors
MR. WONG SHIU HAM.

Chief Manager ... Mr. L. S. HOLUM.
Asst. Manager ... Mr. K. T. WONG.
Hongkong Manager Mr. I. P. ALLEN.

Foreign exchange and General Banking business transacted.

Current, Savings and Fixed Deposits been interests at rates of 2 per cent., 4 per cent., and 6 per cent., per annum, respectively.

L. S. HOLUM
Hongkong, October 2nd 1920

COMMERCIAL.

OPENING QUOTATIONS

26th July, 1922

ON LONDON.—	
Telegraphic Transfer ...	2/7
Bank Bill, on demand ...	2/7 1/16
Bank Bill, at 30 days sight	—
Banks Bills, at 4 months' sight	2/7½
Credits, at 4 months' sight	2/7½
Documentary Bills 4 months' sight ...	2/8
ON PARIS.—	
Bank Bills, on demand ...	690
Credits, 4 months' sight ...	720
ON NEW YORK.—	
Bank Bills, on demand ...	57⅞
Credits, at 60 days' sight	59⅛
ON BOMBAY.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	198½
ON CALCUTTA.—	
Telegraphic Transfer ...	—
Bank Bills, on demand ...	198½
ON SHANGHAI.—	
Bank Bills, at sight	—
Private, 30 days' sight ...	—
ON YOKOHAMA.—On demand	120
ON MANILA.—On demand ...	116½
ON SINGAPORE.—On demand	111
ON BATAVIA.—On demand ...	150
ON HAIPHONG.—On demand...	nom.
ON SAIGON.—On demand ...	—
ON BANGKOK.—On demand ...	80½
SOVEREIGN, Bank's Buying rate	$ 7.60 n
GOLD LEAF 100 fine per tael ...	44.20
BAR SILVER per oz.	25

	Per cent.	
Hongkong ...10 cent piece...	$0.30	Premium.
Hongkong ...20 " ...	1.00	Discount
Canton ...20 " ...	19.19	"
Canton ...10 " ...	6.00	"

HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office, Hongkong.

Paid-up Capital $20,000,000
Reserve Funds—
Sterling £4,500,000
Silver $22,500,000
Reserve Liability of Proprietors $20,000,000

Court of Directors:

G. M. DONWELL, Esq.—Chairman.
Hon. Mr. A. O. Lang.—Deputy Chairman.
D. G. M. Bernard, Esq. | Hon. Mr. E. V. D. Parr
A. M. Bowes Smith, Esq | W. L. Pattenden, Esq.
G. T. M. Erskine, Esq. | H. P. White, Esq.
P. H. Holyoak, Esq.

Chief Manager:
A. G. STEPHEN, Esq.

Manager: Shanghai—G. H. STITT, Esq.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER & PARR'S BANK, LTD.

CURRENT ACCOUNTS opened in local CURRENCY and FIXED DEPOSITS received for one year or shorter periods in local Currency and Sterling on terms which will be quoted on application.

Hongkong, March 2nd, 1922. [8

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
A. H. BARLOW,
Acting Chief Manager.

Hongkong, December 29th, 1920. [9

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

Paid-up Capital £2,000,000
Reserve Fund £1,700,000
Reserve Liability of Proprietors ... £2,000,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKATT,
Manager.

Hongkong, March 30th, 1921. [49

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY.)

Established 1824.

A. Capital F. 100,000,000 $2,833,333
Paid-up Capital ...F. 80,000,000 $2,666,666
Reserve Fund ...F. 18,979,240 $1,581,604
Special Reserve ...F. 40,160,009 $3,346,667
Head Office:—Amsterdam.

Branches at
The Hague:—Rotterdam.
Head Agency:—Batavia.

BRANCHES:—

Bandjermasin	Macassar	Singapore.
Bandoeng	Medan	Soerabaja
Bombay	Padang	Soerakarta
Calcutta	Palembang	(Sole)
Cheribon	Pekalongan	Taking Ting
Djember	Pemang	(Deli).
Djokjakarta	Pontianak	Tegal
Kobe	Rangoon	Telok Betong
Kota-Radja	Samarang	Tjilatjap
Langsa	Shanghai	Weltevreden

Correspondence at Colombo, Madras Pondicherry, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Melbourne, Sydney, New York, San Francisco, etc., etc.

London Bankers:—The National Provincial and Union Bank of England, Limited.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America and Australia and transacts banking business of every description.

W. H. GROSKAMP,
Agent.

Hongkong, September 26th, 1921.

THE CHINESE MERCHANTS BANK, LTD.

中商銀行有限公司

HEAD OFFICE
Alexandra Buildings, Chater Road.

GENERAL Banking and Exchange business transacted.

Loans granted on approved securities.

Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.

The Bank also conducts a Savings Department.

K. C. LAU
Chief Manager.

1919

THE BANK OF CHINA.

中國銀行

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital $40,000,000.00
Paid-up Capital 12,279,800.00
Reserve Funds 8,607,672.08

HEAD OFFICE:—PEKING.

HONGKONG BRANCH: 4, Queen's Road Central. Branches and sub-branches all over China, and Correspondents in Europe, America, and other parts of the world.

London Bankers:—The National Provincial and Union Bank of England, Ltd.
The Guaranty Trust Company of New York.
New York Bankers:—The Irving National Bank.
The Equitable Trust Company New York.

Interest allowed on Current Account and Fixed Deposits. Terms on application.

Every description of Banking Business transacted.

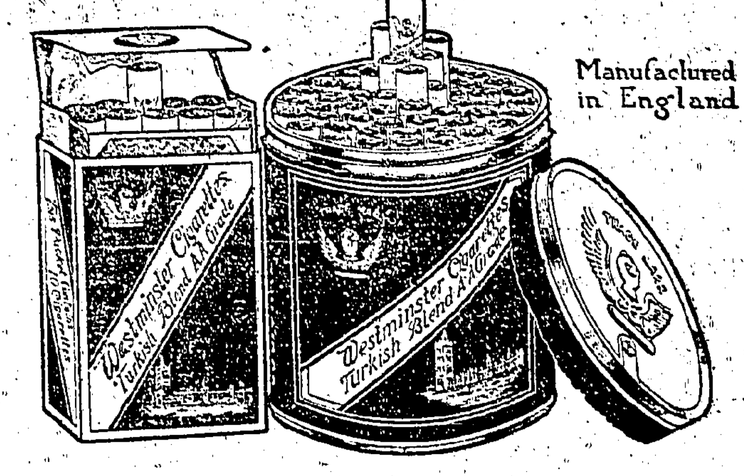
Loans granted on approved securities.

Special facilities for Home Exchange.

TSUYEE FEI,
Manager.

...ning ...g, September 8th

"Turkish AA"



Turkish Cigarettes of exceptional quality manufactured from the finest selected tobacco leaves.

Westminster Tobacco Co. Ltd., London

THE MERCANTILE BANK OF INDIA, Limited.

HEAD OFFICE:
15, Gracechurch Street, London, E.C. 3.

Authorised Capital £3,000,000
Subscribed Capital £1,800,000
Paid-up Capital... £1,050,000
Reserve Fund £1,150,000

BANKERS
THE BANK OF ENGLAND,
THE LONDON JOINT CITY & MIDLAND BANK LTD.

BRANCHES:

Bombay	Hongkong	Kuala Lumpur	Rangoon
Calcutta	Howrah	Madras	Shanghai
Colombo	Kandy	New York	Singapore
Delhi	Karachi	Penang	
Galle	Kota Bharu	Port Louis (Mauritius).	

HONGKONG BRANCH.

Every description of Banking and Exchang business transacted.

INTEREST allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates that may be ascertained on application.

N. G. WILSON,
Acting Manager.

7, Queen's Road Central,
Hongkong, January 17th, 1922. [42

THE BANK OF EAST ASIA, Limited.

HEAD OFFICE:—
No. 10 Des Voeux Road, C, HONGKONG.
Established 1919.

Authorised Capital $10,000,000.00
Paid-up Capital 5,000,000.00
Reserve Fund 200,000.00

DIRECTORS:
Mr. PONG WAI TING, Chairman.
Hon. Mr. Chow Shou Son.
Mr. Li Koon Chan, Mr. Kan Ying Po,
Mr. Fung Ping Shan, Mr. Mok Ching Kong,
Mr. P. K. Kwok, Mr. Wong Yue Tong,
Mr. Kan Chiu Nam. Mr. Chan Ching Shoi,
Mr. Huynh Tri, Mr. Ng Chang Luk.

Chief Manager ... Mr. Kan Fun Po,
Asst. Manager ... Mr. L. Tse Fong.

BRANCHES & AGENCIES:—

LONDON	NEW YORK
PARIS	SAN FRANCISCO
SHANGHAI	YOKOHAMA
KOBE	SAIGON
NAGASAKI	PENANG
SINGAPORE	HANKOW
TIENTSIN	BATAVIA
MANILA	SOURABAYA
SAMARANG	BOMBAY
CALCUTTA	CANTON

London Bankers.—The London Joint City and Midland Bank, Ltd.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Account at the rate of Two per cent. per annum on Savings Account Four per cent. per annum, and on Fixed Deposits at the following rates:—
For 3 months at the rate of 3 per cent. per annum.
For 6 months at the rate of 4 per cent. per annum.
For 12 months at the rate of 5 per cent. per annum.

KAN TONG PO,
Chief Manager.

Hongkong, March 8th 1922. 73

THE YOKOHAMA SPECIE BANK, LIMITED.

Capital (fully paid up) Yen 100,000,000
Reserve Fund Yen 61,000,000

HEAD OFFICE YOKOHAMA.
Branches and Agencies at

Batavia	Kobe	Soerabaya
Bombay	London	Rangoon
Buenos Ayres	Lyons	San Francisco
Calcutta	Los Angeles	Seattle
Changchun	Manila	Shanghai
Dairen (Dalny)	Nagasaki	Singapore
engtia n	Nagoya	Shimonoseki
Mukden	Newchwang	Sydney
Hamburg	Osaka	Tientsin
Hankow	New York	Tokyo
Honolulu	Pekin	Tsinanfu
Harbin	Rio de Janeiro	Tsingtau
Kai Yuen	Saigon	Vladivostock

Interest allowed on Current Accounts.

Deposits received for fixed periods at per rates to be obtained on application.

T. NISHIYAMA,
Manager.

11th March, 1922. 274

THE BANK OF TAIWAN. Limited.
(TAIWAN GINKO).

corporated by Special Imperial Charter 1899.

Capital Subscribed Yen 60,000,000
Capital (Paid-up) " 52,500,000
Reserve Funds " 11,780,000

HEAD OFFICE:—TAIPEH, FORMOSA

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Giran, Kagi, Karenko, Keelung, Makung, Nanto, Pinan, Shinchiku, Taichu, Tainan, Takow, Tamsui, Tohyen, Heito.
CHINA—Shanghai, Hankow, Kiukiang, Amoy, Foochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Soerabaya, Samarang, Batavia, Sanbay, London, New York.

LONDON BANKERS:
LONDON COUNTY WESTMINSTER AND PARR'S BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtau, Japan, Indo-China, Siam, India, Philippine Islands, Java and other Dutch Indies, Australia, America, &c.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

S. KONDOR
Manager.

HONGKONG BRANCH,
5, Des Voeux Road
Hongkong, 1st February, 1922.

BANQUE DE L'INDO-CHINE.
PARIS

HEAD OFFICE: 96, Boulevard Haussmann, Paris

Subscribed Capital... Frs. 72,000,000.00
Paid-up Capital Frs. 68,400,000.00
Reserves Funds Frs. 69,567,203.54

BRANCHES:

Bangkok	Hongkong	Saigon
Battambang	Mongtze	Shanghai
Canton	Nouméa	Singapore
Djibouti	Papeete	Tientsin
Haiphong	Peking	Touranne
Hankow	Pnom-Penh	Yunnanfu
Hanoi	Pondichery	

BANKERS:
IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et de Pays-Bas; Crédit Industriel et Commercial; Société Générale.
IN LONDON: The National Provincial and Union Bank of England, Ltd., Comptoir National d'Escompte de Paris; Crédit Lyonnais.
IN NEW YORK: J. P. Morgan & Co., Morgan, French-American Banking Corporation, Guaranty Trust Co. of New York.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

V. MARBOT,
Acting Manager.

Hongkong, July 12th, 1921.

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